

CBW

Coach and Bus Week

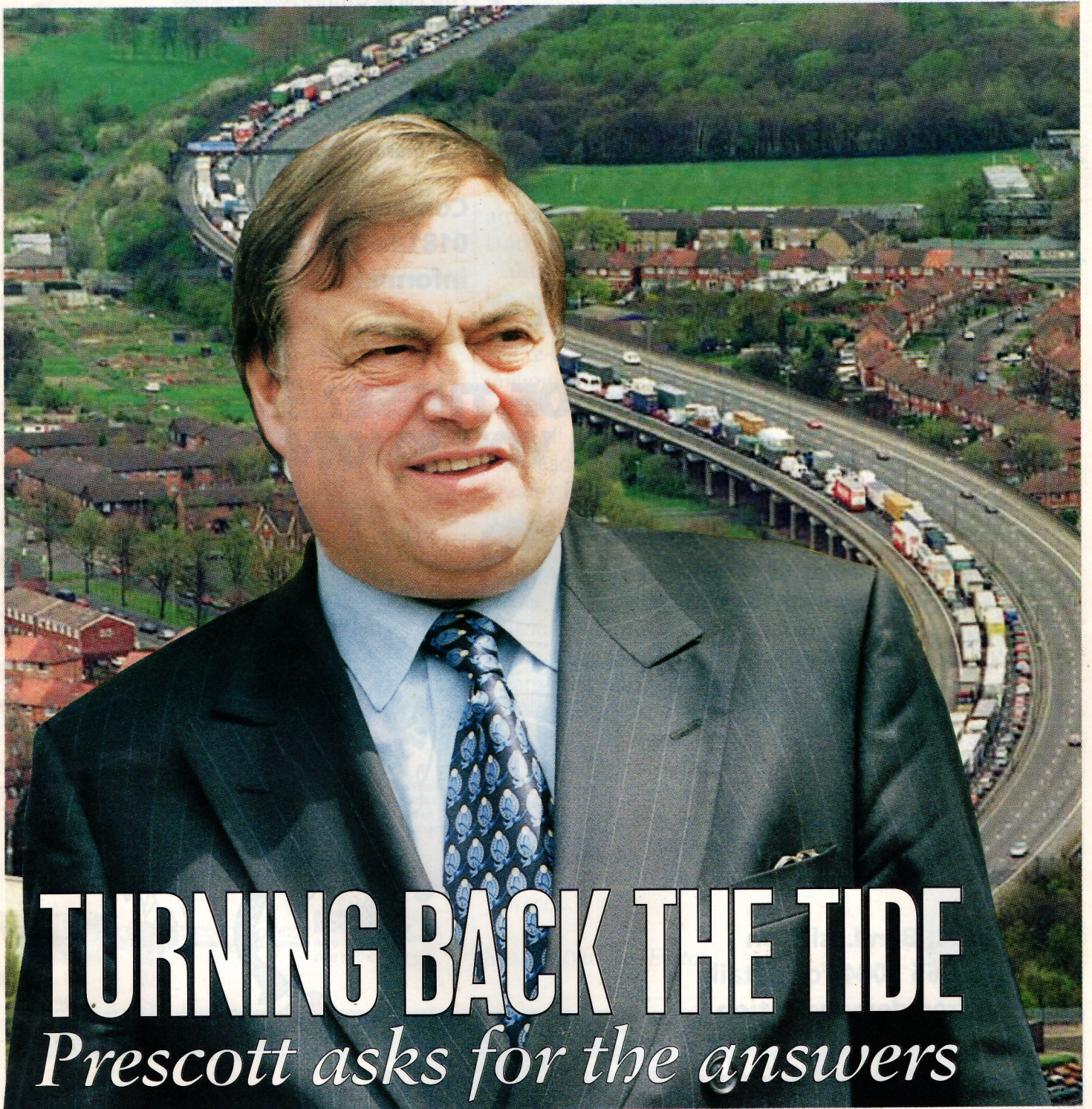
The PSV industry's news weekly Issue 284 28 August 1997

TWM BUYS IMPORTED 0405N

Merc takes order for 100 integrals

MANCHESTER'S £3M DEPOT

Stagecoach Busways splashes out



TURNING BACK THE TIDE

Prescott asks for the answers

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■ Diary 20 & 21 ■ Letters 22 ■ Awards 24 & 25 ■ Sri Lanka 26 & 27 ■ Deals and Dealers 28 & 29 ■ People 51

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Coach and Bus Week
is published by Emap Automotive, part of Emap Business
Communications, Wentworth House, Wentworth Street,
Peterborough PE1 1DS
Tel 01733 467000 Fax 01733 467154

Editor

Mike Morgan 01733 467139

News editor

Mark Williams 01733 467140

e-mail: MarkW@automotive.emap.co.uk

Production editor

Frank Forster 01733 467142

Tourism editor

William Golden 01733 467141

Northern news editor

Andrew Jarosz 0113 2566505

Designer

Tina Golden 01733 467143

Group sales manager

Tony West 01733 467151

Classified advertisement manager

Julia Edmonds 01733 467144

Senior sales executives

Neil Mason 01733 467147 James Pask 01733 467145

Sales executive

Leanne Dow 01733 467148

Classified telesales executive

Natalie Coe 01733 467146

PA to publishing director

Lisa Wilson 01733 467157

Group production manager

Nicky Curd 01733 467121

Production assistants

Debi McGowan 01733 467123 Suzanne Porter 01733 467124

Publishing director

Mark Barton 01733 467136

Managing director

Ian Griffin 01733 467007

Subscriptions 0181 956 3140, fax 0181 956 3023

Emap Readerlink, Audit House, 260 Field End Road, Ruislip,

Middlesex HA4 9LT or Jazz Walshe on 01733 467048

Back issues 0181 956 3062

CBW is available only by pre-paid subscription

Annual subscription UK £49 per year

Annual Subscription Europe and Eire £92. Overseas £124

All rates include postage

Typesetting and origination:

Goodfellow & Egan, Orton Southgate, Peterborough

Printing: William Gibbons, Wolverhampton

Contributions should be sent to The Editor, *Coach and Bus Week*,

Wentworth House, Wentworth Street, Peterborough PE1 1DS

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ISSN 1351-3877

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THE MOTOR
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EDITORIAL

Give buses the space

Dear Mr Prescott



After a succession of hopes and disappointments as the previous Government changed Secretaries of State for Transport as soon as they understood the industry, this magazine was heartened by the apparent will of Labour to produce a transport strategy which includes trains, buses and coaches.

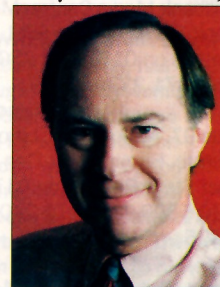
It is equally encouraged that your department appears to want to utilise the expertise of the industry, much of which was gained in the days of regulation, and has been honed during the decade since deregulation. The industry has learned a great deal in those 10 years, has stabilised the marketplace and is now in the process of making its services among the most attractive in Europe, with a fraction of the European mainland's subsidy.

You will be told by those with political motives that re-regulation will introduce stability. The London Transport environment will be held up as an example of the way it can work. But re-regulation will introduce inertia and bureaucracy, add millions to tax and stifle innovation for, despite its undoubted successes, and by its own admission, London Transport displays all of these ills.

Instead, this industry would prefer voluntary and necessary Quality Partnerships with its local authorities, drafted by local councils and suppliers to suit local need, and to serve local people.

Just as it is in the interest of Britain to have better, cheaper public transport, so it is in the interest of this industry to provide it. This cannot be done without more passengers, from a broader age profile and social background. This inevitably means converting car journeys into bus journeys.

If you genuinely want to reduce car use at more or less no cost, forget road pricing, which only the wealthy can afford, and which will merely make the car a greater status symbol. Forget franchising. Forget re-regulation. Just give buses much, much more dedicated, segregated road space, and this industry will bring Britain the revolution you seek.



MIKE MORGAN - Editor

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096/27

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24 hour NEOSERVICE 0802 587134
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NEOPLAN UK

1-2 September: Bus deregulation 10 years on, PTIU conference, Mechanics Institute, Princess Street, Manchester. Details on 0161 236 1970, fax 0161 228 6339, e-mail: ptiu@premier.co.uk

1-4 September: PTRC European Transport Forum, Brunel University. International Conference to Highlight Quality Buses. Details on 0181 741 1516, fax 0181 741 5993, e-mail ptrc@cityscape.co.uk

1-5 September: 25th European Transport Forum Annual Meeting, Brunel University, Uxbridge, London. Details and full copies of call for papers on 0181 741 5993, fax 0181 741 5993

17 September: Strategic Roads Review - one-day CIT conference to assist in consultation following DoT's public consultation launch in July to determine the role roads should play in an integrated transport policy. London Marriott Hotel. Details from Shereen Whittaker on 0171 233 7600

23 September: Green Commuter Plans, A Better Way To Work, Environment Council Seminar, 0930 to 1400 hrs, Birmingham Repertory Theatre Conference Centre, Birmingham. Details from Larissa Barrett on 0171 881 7611, fax 0171 730 9941

7 October: Passenger Transport: Integrated Solutions. Chartered Institute of Transport Conference at the Millbank Media Centre, Millbank Tower, London SW1. Details on 0171 233 7600, fax 0171 233 7611

9-11 October: Coach and Bus '97, National Exhibition Centre, Birmingham. Contact Steve Rooney, on 0171 240 5800, fax 0171 240 5805

16-18 October: Mitcar, Paris. Details 00 33 141 299727

17-22 October: Coach and Bus '97, Hallen, Kortrijk, Belgium. Details 00 32 51 226060

23 January 1998: CBW's Coach Industry Awards, Metropole Hotel, NEC. Full details in a future issue of this magazine.

Fears over a return to 'pseudo regulation' and the use of Prescott review given



Hill: 'Government has recognised the options'

By Mark Williams

THE bus industry broadly welcomed John Prescott's transport review, introduced by a consultation paper last week.

But one operator warned against a return to pseudo-regulation, and another that the example of London Transport chosen by Mr Prescott was no "panacea" for a model public transport system.

Lincolnshire Road Car md Paul Hill said the paper, *Developing an Integrated Transport Policy* (see page 8, this issue), had covered most of the angles and did not seem to be suggesting a wholesale change back to a regulated market.

"As an industry, we should be very pleased to be involved in the debate, and I am encouraged to see Quality

Partnerships endorsed," said Mr Hill.

"I am disturbed about the possibility of regulation but, having seen the document, it's clear the Government has recognised the options. We don't want a return to the local authorities saying what happens on the ground, which will lead to inertia and disaster. Even more so now, because this is a very different industry to the one we left behind 11 years ago.

"Above all, if regulation means enforcement, I'm all for it, especially if it leads to an evenness of application which is not currently the case with our enforcement agencies."

FirstBus subsidiary Northampton Transport, engaged in ground-breaking gas bus and priority initiatives with the council, says there is proof that Quality Partner-

'Dream decker' from LT

LONDON TRANSPORT has come up with its 'concept decker' - a bus design which it hopes will be picked up by manufacturers and will carry it into the Millennium.

The lowfloor vehicle, from consultant DCA Designs, uses double doors, centre stairs and cantilever seats to improve accessibility and passenger-friendliness.

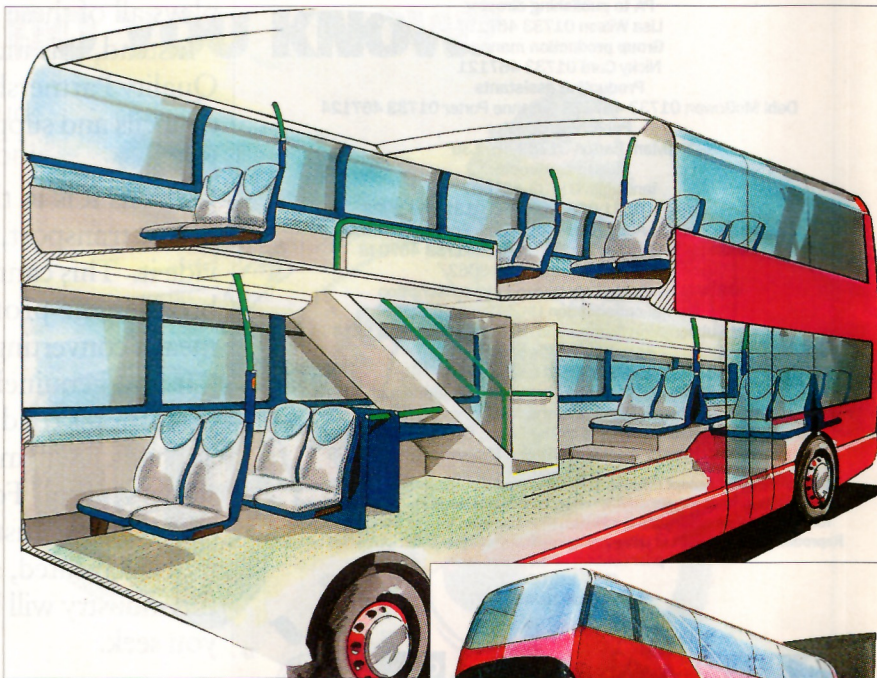
It is based on extensive research with consumers and bus builders.

"It is a vehicle strategy project rather than a real bus," said an LT spokesman.

"We are looking at ways of taking buses forward, and this design could be adopted by any of the current manufacturers."

The concept and much of the interior may have been anticipated by manufacturers, however.

Northern Counties and Optare are on the verge of announcing lowfloor dou-



'Project rather than real bus'

ble-decks, and the spacy interior is remarkably similar to the layout of recent deliveries, including Capital Citybus' East Lancs Pyoneers.

The first lowfloor double-decks on London Transport will be introduced in early 1999, with MTL London's route 43 from London Bridge to Friern-Barnet, and Stagecoach

East London's 48 London Bridge-Walthamstow likely to be the frontrunners. They will be specified with wheelchair ramp.

London Transport as a panacea for a model system

the thumbs-up, but...

ships work.

"It is an efficient way of co-ordinating the input of the local authority and the bus operator to deliver an attractive public transport package," said finance director Kevin Richards.

"This approach has the best chance of encouraging a modal shift from private to public transport.

"It is important that such benefits are not lost through inexpensive inner-city parking acting in competition."

The notion that the London Transport style of regulation holds the key was scotched by London Central's managing director Keith Ludeman, who said London operators have been compiling their complaints about the system for a document to be presented to Transport Minister, Glenda Jackson.

"The London Transport

experience is flawed in many respects," said Mr Ludeman. "In my opinion, it falls short of what we can achieve for people, and I don't regard LT as a panacea.

"The industry's message is that it doesn't want regulation throughout the United Kingdom, but the PTEs seem to want to turn the clock back to the late seventies.

"They base their opinion on a lot of figures we do not agree with.

"Bus operators are far from happy with the current situation, so we welcome this Green Paper. It's a golden opportunity to change the system from one which does not operate in the interest of passengers."

What's in the new Green Paper? What does the Confederation of Passenger Transport think? Turn to page 8 to find out.



Ludeman: 'London experience showing its flaws'

Hundred Mercedes 0405s ordered by TWM

TRAVEL West Midlands has placed an order for 100 of Mercedes-Benz' 0405N to kickstart the full-size bus's debut in the UK.

The integral 12-metre bus (CBW, 14 August) - in use for some time in mainland Europe - is the second of M-B's attacks on the full-size market, the other being its 0404 coach.

The first examples are being finished at UVG's Waterlooville, Hampshire, factory for delivery in January.

"We have done our research," said TWM's operations director Trevor Fletcher. "We have heard good things about 0405N through mainland European operators, and were further attracted by the vehicle's sloping rear floor."

Mr Fletcher said TWM passengers seemed to boycott the 'gallery' at the end of stepped buses, preferring to pack into the lowfloor section of the bus, and the 0405N might persuade them to use more of the bus's floor area.

"We have had so much success building passenger numbers on lowfloor routes, a full-sized lowfloor was the obvious next step. The depressed state of the Deutchmark has helped improve the deal."

TWM is to convert entire routes and garages to Mer-

cedes-Benz 0405N to get the most consistent image across to customers and to make the most of maintenance economies.

"Predominantly, the 0405Ns will convert double-deck and other full-sized bus routes and, where we can, we'll improve service fre-

quency," said Mr Fletcher. UVG will be equipping the buses to UK spec, with single-door access, for completion of the order by May 1998. The 213bhp bus is all steel, anti-corrosion dipped as a complete vehicle, which sends its power through a ZF automatic gearbox.



Single-door buses are being finished at UVG for delivery to TWM in January

in brief

■ **WESTERN National** is claiming a 20% improvement in revenue where it has introduced through ticketing, and is now expanding its one-stop-shop policy to 20 railway stations in the Great Western rail network. The FirstBus subsidiary has introduced tie-ups with fellow FirstBus companies and a number of tourist attractions and private steam railways, providing direct bus links. "Our operating area is 3½ thousand square miles so good, integrated public transport is essential to our customers," said md Paul McGowan.

■ **FIRSTBUS** is up against National Express in bidding for a majority shareholding in Bristol International Airport. The airport, in Badgerline territory, is owned by Bristol City Council. It is valued at around £60 million and has produced £5 million profit on turnover of £25.5 million. Building a new, £40 million terminal at the growing airport is a condition of the sale. FirstBus is also said to be interested in buying a chunk of Luton Airport, also being sold by the local council.

■ **TWO Scottish bus drivers** who fought over a game of cards and were sacked were treated unfairly, an industrial tribunal ruled. Abbas Bayoumi and William Lindsay are to get 'privately agreed' compensation from Strathclyde Buses.

■ **WREKIN Council**, a new unitary authority, has bought Anite System's ROUTEWISE software to run its school bus contracts, with the option of giving operators direct access to key contract and route information. The system will be used to provide departure displays at Telford Bus Station.

■ **METROLINE** despatched one of its oldest and youngest buses to the centenary of KVG - the bus company based in Kassel, Germany. The companies have been 'twinning' for three years.

in brief

■ **TRANSPORTATION** chair at City of Edinburgh, David Begg, has taken the post of Professor in Transport at Robert Gordon University, Aberdeen, where FirstBus sponsors transport studies. Mr Begg, 41, is a lecturer in transport economics at Napier University.

■ **SOMERS Vehicle Lifts** has asked us to point out that the telephone number printed in last week's issue (*CBW*, 21 August) was incorrect. The correct number for all inquiries is 0121 585 2700. Staff on this number can deal with all technical and sales inquiries.

■ **EVERY** silver lining has a cloud... minor technical problems associated with *CBW*'s new publication day led to the last line of our review of Silver Coach Lines' auto Setra 250 being left out. The final paragraph should read: "Fuel economy throughout was 9.38 mpg compared with 9 mpg recorded by Silver Coach Lines' manual Setras."

■ **SHELL** has introduced the first UK-refined ultra-low sulphur diesel, and Cowie's County Bus has become one of its first customers with the help of a £12,000 grant from Herts County Council. Shell Advanced Diesel XL is made at Shell Haven in Essex. It is claimed to produce 30% less smoke.

■ **THE** automotive unit of industrial giant Rockwell, soon to be run independently of its parent, is to be renamed Meritor Automotive. The change in the axle and component maker, which has 58 plants employing 16,000, will take place in October when it will also be floated on the New York Stock Exchange.

■ **THE** Noise Control Centre of Leicestershire is producing acoustic-deadening fibre which it claims makes glass fibre and mineral wool redundant.

Stagecoach op to take latest Alexander?

Busways order fuels bus war rumours

By Mark Williams

AS rumours mount of a new bus war between Stagecoach and FirstBus in Tyneside, Stagecoach's Busways subsidiary has ordered 48 new lowfloors from Alexander.

The £5 million order is believed to include at least 20 of Alexander's new 12-metre ALX300, and a similar number of Dart SLF-based ALX200, which Busways' commercial director Peter Nash says are destined for Quality Partnership routes.

"You know as much

about FirstBus's plans as I do," said Mr Nash. "From what I read, they have been recruiting drivers and have found a depot site, but that's as much as I know."

Mr Nash said the development of Quality Partnerships between local authorities and Stagecoach has been going on for some time, with bus priorities in Newcastle now in place, and a 'Green Route' through Sunderland now well advanced.

"Our part has been to improve the quality of service and this is a sign that we are delivering our half of the

bargain," he said.

In the last three years, since joining Stagecoach, Busways has spent £15 million on new vehicles, replacing 40% of the fleet - some 209 new buses.

● **THOUGH** unconfirmed, Busways' rumoured order for ALX300 will make it one of the first operators in the country to put the vehicle into service. It is believed a prototype, based on the B10BLE, with high parts commonality with ALX200, will be on Alexander's stand at Coach and Bus 97 at the NEC.



Marshall Minibus has a showing in year-to-date figures but none sold in July

Minibus sales dip continues

JULY'S minibus registrations show continued depression in the market, with sales halved. What Mercedes-Benz has lost in its market share in light vehicles, it has gained in the 7.5-tonne sector. This amounts

to 84 minibuses against 75 in July 1996, but the year-to-date figures show 644 M-Bs sold against 928 in 1996.

The rest of the market's players have fared similarly, with Iveco's 49.10 chassis cowl a marginal second

place in the 7.5-tonne sector, MetroRider lying third in the registration league.

● We apologise for the late appearance of these figures. August's registrations will appear in the 11 September issue.

July Minibus Registrations

	1997			1996		
	July	Year to date	%share	July	Year to date	%share
3501 kg - 7400 kg						
Mercedes-Benz	26	385	1.71	49	783	2.89
7500 kg						
Mercedes-Benz	58	259	1.15	16	145	0.54
Iveco Ford						
49.10 cowl	9	92	0.36	3	131	0.30
49.12 cowl	0	0	0	0	0	0
59.12 cowl	4	41	0.18	8	75	0.28
Conversions	2	59	0.26	0	75	0.28
Renault	1	9	0.04	0	8	0.03
Optare Metrorider	8	48	0.21	3	116	0.43
Marshall Mini	0	7	0.03	0	0	0

Powershift - £20m orders

THE first phase of Powershift subsidies for gas and electric vehicles has amounted to £20 million in orders for vehicles.

But although 318 vehicles have been ordered through the bulk order initiative, only 20 are full-sized buses, run by five operators. The remainder are vans, cars, ambulances and trucks.

The three-year Powershift scheme run by the Energy Savings Trust works by collective buying, with 50% grants for the gas or electric cost premium. The deadline for the next phase of funding is 31 October, with another wave due next year.

Low-sulphur diesel cut

ULTRA-LOW sulphur diesel is a penny cheaper per litre thanks to the November 1996 Budget.

Ken Clarke's decision to cut the duty by 1p was announced almost a year ago, but has been waiting for derogation from the EC, obtained on 30 June. It has also been timed to come into effect mid-August so it meets most company accounting periods. It leaves the duty on a litre of conventional diesel at 40.28p per litre, but lowers ULS diesel to 39.28p.

New Vectis Polish deal

SOUTHERN VECTIS has tied up with a second Polish bus company to develop commercial services. The Isle of Wight-based operator has formed a joint venture with Chelmskie Linie Autobusowe north of Warsaw to improve its network and reduce much-needed government subsidy.

Its first action has been to reduce the workforce of 208 by 80, and bring the fleet down to a modest 33 buses. The venture with the city of Chelms echoes a similar deal struck in 1994 with Kalisz, where changes have resulted in increased ridership and lower operating costs.



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Another superior vehicle, from Optare, as usual.



OPTIMUM, THAT'S OPTARE

Confederation of Passenger Transport concerned over Green Paper

Industry hits out over re-regulation

By Mark Williams

THE Government's Green Paper launched last week brought pleas from the industry for a "light-touch" policy of re-regulation.

The consultation paper, *Developing an Integrated Transport Policy*, takes an overview of transport problems and, in its section on buses, suggests "regulation" is the key to Deputy Prime Minister John Prescott's strategy to reduce car use.

"Regulation will help achieve efficient, high-quality bus services at the local level, providing an adequate framework and real choice," says the paper. "We do not want to lose the best of what we already have, but we believe that changes are needed to

allow the bus to play its full part in an integrated transport policy."

The paper goes on to suggest franchising for individual routes and en bloc franchising as possible improvements, and endorses the principle of Quality Partnerships. It suggests strengthening the arm of local authorities and traffic commissioners as possible ways to enhance QP schemes.

But the suggestions brought a quick response from the Confederation of Passenger Transport, who implored the Government to avoid any legislation which would take the system back to 1986: "It is increased car ownership that has resulted in the decline in bus passengers and not commercialisation as many people have claimed," said CPT director general Veronica Palmer. "For the first time since the war, bus companies are enticing people out of their cars and it is imperative that this trend is allowed to continue."

Mrs Palmer says that commercial operators can and do react quickly to passenger need, have invested in innovative vehicles, and are now working closely with local authorities: "No matter how new and shiny the bus is, car drivers will not be persuaded to change their habits until more bus-priority measures are put in place, and that means traffic management schemes," says Mrs Palmer.

"By regulating for quality, local authorities can not only kick out the bad bits of the 1986 Act, but also the bad bits of the industry, leaving high-quality operators to provide high



Prescott: wants busmen on board as Green Paper consultation begins

quality services in a competitive environment."

■ All operators have been invited to contribute their views, with a closing date of 14 November before work starts on the White Paper. Responses should be addressed to:

England: Claire Spink, Integrated Transport Division, Department of the Environment, Transport and the Regions, Zone 1/26, Great Minster House, London SW1P 4DR, e-mail itd.dot@gt.net.gov.uk

Scotland: David Tripp, Transport Division 1, The Scottish Office, Victoria Quay, Edinburgh EH6 6QC, e-mail: david.tripp@so005.scotoff.gov.uk

gov.uk

Wales: Tony Jermyn, Transport Policy Division, Welsh Office, Cathays Park, Cardiff CF1 3NQ

Northern Ireland: Denis O'Hagan, Transportation Unit, Department of the Environment for Northern Ireland, Bulloch House, 2 Linenhall Street, Belfast BT2 8AA, e-mail trans.doe@nics.gov.uk

■ JOHN Prescott's thunder was almost stolen by the Welsh Office, which inexplicably released the Green Paper to the Press Association a day early. Mr Prescott was said to be "hopping mad" at the unscheduled preview.



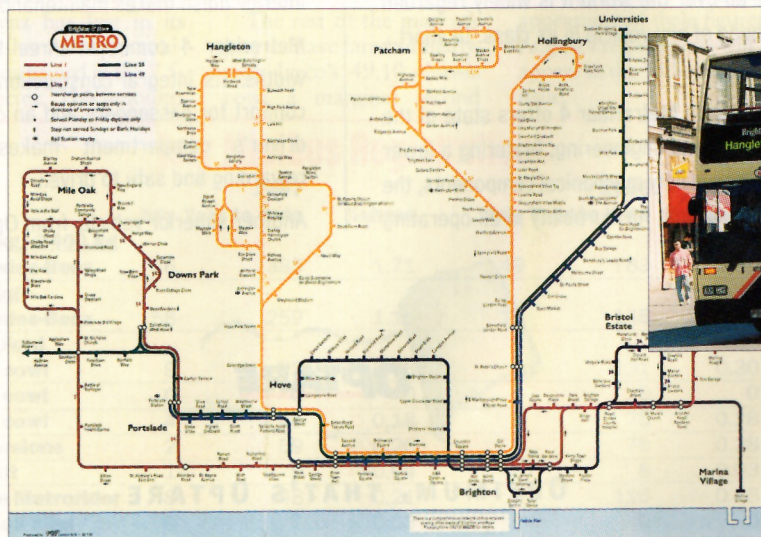
Veronica Palmer: 'no going back'

Seaside city fleet goes Tube-style

BRIGHTON'S newly-merged bus companies have rebranded all high-profile routes on the London Underground principle.

Brighton & Hove METRO uses Tube-style maps to explain the network, and colour-coded buses to eliminate problems of identifying routes. The maps give readily-identified stops - using the names of landmarks and shops - and a rough, diagrammatic idea of the area.

Five routes are identified with the new branding, and most buses are recent replacements in the Go-Ahead subsidiary's fleet.



Brighton & Hove's 'Tube' map (left) offers simplicity and familiarity, while buses on main routes (above) are similarly colour coded

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Ship-shape Stockport style: Stagecoach Manchester's newly refurbished garage in Charles Street

Stagecoach Manchester's newly-completed garage refurbishment and a massive £1.5 million fleet renewal programme have impressed the city's authorities. Andrew Jarosz reports

How Stagecoach op is wooing the customers



Beaver 2-bodied Mercedes Varios signal company's continuing investment in new buses

IN addition to a massive ongoing fleet renewal programme, Stagecoach Manchester has just completed a £1.5 million refurbishment of its Charles Street garage in Stockport, which now houses most of the company's minibus fleet, with a permanent allocation of 70 vehicles. In addition a further £1.5 million has been spent on updating the minibus fleet.

The Charles Street depot which was built in 1925

'This type of investment is an especially encouraging signal that the company will work towards a real partnership with the authorities in the future'

had been the headquarters of the North Western Road Car Company, when it was a subsidiary of the BET group, but came into local authority hands in 1972 when North Western was broken up and sold by the National Bus Company.

Originally operating as Selneec Cheshire the head office, depot and works were integrated into Greater Manchester PTE. Over the years the depot and head office stayed with GM Buses and is now in the hands of GM South.

Charles Street ceased to be operational some years



Greater Manchester PTE Director General Chris Mulligan, GMPTA chairman Councillor Joe Clarke, and Stagecoach Manchester md Les Warneford

ago, when operations were centred on the Daw bank depot in Stockport. It continued to house the Charterplan coach fleet, which is still based in the old central works shed but is now owned by the EYMS group of Hull. In 1991 it was reopened as a low-cost minibus unit by GM Buses and its refurbishment is probably a suitable foil to the criticism the company has taken recently for poor vehicle maintenance.

The former head offices and former central works are currently up for sale, but the old running depot has been gutted inside and rebuilt. EYMS still rents part of the old central works to house the Charterplan fleet and withdrawn vehicles are stored out of sight awaiting sale. In addition, the outside yard has been rebuilt with the addition of a new washing and fuelling facility, thus taking the pressure off Daw Bank, which had become overcrowded.

Seven pits are provided for the minibuses, of which 62 are required for daytime service. The new washing shed at the rear of the yard is large enough to accommodate double deckers, and buses are refuelled, engine oil checked and replenished, skirts and wheels scrubbed before reaching the end of the shed, where a moving wash scrubs the vehicles from front to rear. The four-man evening shift then parks the vehicles in designated lines, where their interiors are swept and cleaned.

Fifteen engineering staff are based at the depot, where new drivers' mess facilities, paying in room, traffic office and operations office are also situated. Most running repairs, bodywork and MOT tasks

are undertaken on site, although major accident work may be undertaken elsewhere.

Welcoming Councillor Joe Clarke, chair of Greater Manchester Passenger Transport Authority who officially opened the refurbished facility, Stagecoach Manchester's managing director Les Warneford re-emphasised the company's commitment to the provision of affordable, quality public transport in the area. He expressed his pleasure at seeing passenger numbers increase by over 10 per cent last year, despite the disruption caused by the IRA bomb in Manchester city centre.

"We shall continue to take delivery of more new vehicles in line with the introduction of greater pri-

ority for buses throughout the conurbation, and support ways of developing integrated public transport through simpler, more attractive, easy-to-use multi-operator ticket systems," he said.

Councillor Clarke congratulated the company and gave his support to the innovative approach by Stagecoach to winning back customers to public transport: "This type of investment to ensure that vehicles are well maintained and clean is an especially encouraging signal that the company will work towards a real partnership with the authorities in the future, towards the joint goal of encouraging more people to switch from private to quality public transport."

Beaver/Varios introduced

AS PART OF the continuing investment in new buses that was started as soon as Stagecoach took over GM Buses South last February, 35 Mercedes Vario 27-seat minibuses with Beaver II bodies have been introduced of which 16 are based at Stockport, 11 at Princes Road and eight in Glossop. The new Varios, which are the first Plaxton-bodied minis for the company, meet DPTAC specifications on entrance step heights and offer wider doors, wider seats and greater gangway space. These have enabled the withdrawal of the company's remaining MCW minibuses and the Dennis Domino midibuses that operated the Centreline service in Manchester.

Stagecoach's investment at GMS has already included 30 Olympian double deckers, 94 B10M single deckers, 37 B6 single deckers, five B10BLE single deckers, and 28 Mercedes 709D minibuses.

Delivery of the first of 100 new B10M single deckers has now started and, with the return of 11 single deckers from Glasgow, the company is on track for replacing virtually half of the 750-vehicle fleet it inherited 18 months ago.

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EUROWATCH

WEATHER

City	Average temperature last week
Amsterdam	27C/81F
Athens	27C/81F
Berlin	27C/81F
Brussels	29C/84F
Dublin	17C/63F
Lisbon	26C/79F
Luxembourg	27C/81F
Madrid	32C/90F
Oslo	25F/77F
Paris	31C/88F
Rome	28C/82F
Stockholm	29C/84F
Vienna	27C/81F
Zurich	25/77F

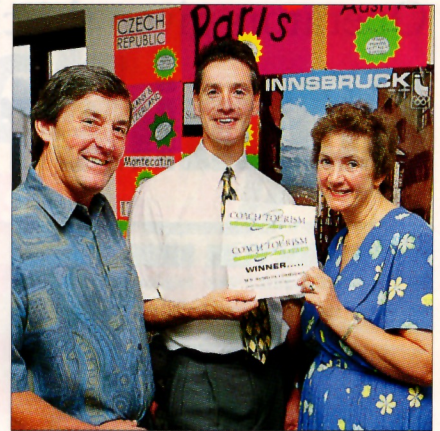
DIESEL PRICES

AA Out and About with AA Roadwatch

Country	Diesel price per litre in Sterling
Austria	0.50
Belgium	0.48
Eire	0.54
France	0.48
Germany	0.58
Greece	0.39
Italy	0.55
Luxembourg	0.39
Netherlands	0.48
Norway	0.66
Portugal	0.47
Spain	0.43
Sweden	0.54
Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate
Austria	20.24 Sch/£
Belgium	59.41 BFr/£
Denmark	11.03 K/£
Eire	1.08 Punt/£
France	9.67 F/£
Germany	2.87 DM/£
Greece	451 D/£
Italy	2,821 Lire/£
Netherlands	3.23 Gld/£
Norway	11.98 NKr/£
Portugal	291 Es/£
Spain	241 Pta/£
Sweden	12.58 SKr/£
Switzerland	2.36 SFr/£



Winners: Graham and Dorothy Slack receive their prize from John Johnson (centre)

Have a nice stay

By William Golden

JOINING the Coach Tourism Council has paid off for Graham and Dorothy Slack, of Slacks Travel, who have won a £750 holiday to Boston in a prize draw.

The holiday, which was donated by CTC member Dick Bennett, of Bennetts Silverline, was an incentive to attract new members to the promotional body which aims to improve the image of travel and tourism by coach. It resulted in 27 new members joining the council, brining the membership base up to more than 240.

John Johnson, CTC chairman, said: "I am delighted that the new membership initiative has resulted in such a good response. It goes to show that more and more companies recognise the importance of being a part of a council that plays such a worthwhile role in promoting coach tourism."

Dorothy Slack said: "The holiday will be a real treat as neither of us has been to New England before. I'm also looking forward to being a part of the CTC and enjoying the many benefits available to members."

Leger screen breaks

LAS VEGAS, Los Angeles, Hollywood and San Francisco are among the destinations included in a new United States tour from Leger, the coach holiday specialist.

The 10-day West Cost Explorer is available on a choice of dates between 4 November and 2 April and costs between £599 and £659 per person. The prices, which are based on two sharing, include return scheduled flights from Gatwick or Manchester, eight nights' room-only accommodation and sightseeing in an air-conditioned coach. Flights are available from certain regional airports for a supplement.

Optional excursions are available, including a light aircraft trip to the Grand Canyon and a cruise to Alcatraz, the former prison on the rock in San Francisco Bay.



For all your tourism and travel ideas see *Coach Tours & Excursions*. If you are not receiving your copy call Jazz Walshe on 01733 467048



Operators given the chance to earn hefty commission on sales

Magazine rack rates from Le Shuttle



Cover story: magazine incentive scheme will benefit customers and operators

By William Golden

OPERATORS have the chance to double their money travelling through the Channel Tunnel, thanks to a new promotion from the publishers of *Le Shuttle Magazine*.

The magazine currently is sold at the terminal to members of the public for £1 a copy but operators can earn a hefty commission from sales if they arrange to have a copy on every seat of their coaches. This would be achieved by buying a certain number of magazines for 50p each and incorporating the cost in the price of the tour.

For example, 750 magazines would cost £325 and, if a charge of £1 per person was added to the cost of the tour, it would realise a profit of the

same amount.

James Reatchlous, md of the magazine, said that the advantage to the passenger would be that he or she was receiving something that was apparently free of charge, while the operator would be seen to be offering an extra benefit.

Le Shuttle Magazine features articles on getting the most out of cross-Channel visits, focusing on shopping and sightseeing possibilities, and backs them up with competitions and offers. Mr Reatchlous said that plans were in hand to devote more material specifically to the coach market.

● For more details of the promotion contact Mr Reatchlous or his assistant, Holly Goldsmith, on 0171 491 0474.



For all your tourism and travel ideas see *Coach Tours & Excursions*.
If you are not receiving your monthly copy call Jazz Walshe on 01733 467048

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door, SUTRAK AIR CONDITIONING,
double glazed tinted side windows, blinds
and decorative curtains, aircraft style
lockers to hatracks, courier seat, fully
carpeted, no rear window, Eberspacher
pre-heater, TELMA retarder, power
entrance door, finished cream.
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48/50 recliners, grey/red moquette, rear
floor mounted toilet, continental door,
double glazed tinted side windows, sun
blinds, water boiler, courier seat, wired
TV/video, power entrance door, finished
all white.

M.O.T. MARCH 1998

1992 SCANIA K93 CRB VAN HOOL ALIZEE-H 12M

51/55 recliners, beige/orange moquette,
centre sunken demountable toilet,
continental door, tinted side windows,
curtains, courier seat, water boiler, Webasto
pre-heater, wired TV/video, finished all
white. M.O.T. MARCH 1998

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette,
centre sunken demountable toilet, continental
door, tinted side windows, blinds, courier
seat, water boiler, power entrance door,
finished all white.

M.O.T. OCTOBER 1997

1989 (August) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, brown/orange moquette, centre
sunken toilet, continental door, double
glazed tinted side windows, curtains,
courier seat, water boiler, wired TV/video,
finished white/blue.

M.O.T. FEBRUARY 1998

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, centre
sunken toilet, continental door, double
glazed tinted side windows, curtains, courier
seat, aircraft style lockers to hatracks, water
boiler, fridge, wired TV/video, TELMA
retarder, finished all white.

M.O.T. APRIL 1998

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

49 recliners, red/grey/black moquette,
centre sunken toilet, continental door,
double glazed side windows, curtains,
courier seat, driver's sleeping berth, drink's
machine, wired TV/video, finished all white.
M.O.T. APRIL 1998

1989 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey/orange moquette,
centre sunken toilet, continental door,
double glazed tinted side windows, courier
seat, water boiler, power entrance door,
finished all white.

M.O.T. JULY 1998

1988 LAG PANORAMIC INTEGRAL 12M

49 recliners, grey/yellow/beige moquette,
centre sunken toilet, continental door,
double glazed tinted side windows, curtains,
courier seat, water boiler, coolbox, wired
TV/video, TELMA retarder, power entrance
door, finished all white.

M.O.T. JANUARY 1998

1987 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, brown/orange moquette, centre
sunken toilet, continental door, double
glazed tinted side windows with blinds,
courier seat, water boiler, fridge, TELMA
retarder, power entrance door, finished
grey/red. M.O.T. JANUARY 1998

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**1992 (December) Volvo B10M - Alexander PS Body
Volvo engine - ZF Ecomat gearbox - 49 seats**

Buyers interested in examining the vehicles, should contact Brian Juffs, Group Technical Engineer, Stagecoach Holdings plc on 01946 592 000

Gretna: the end of the road



LICENSING

GRAHAM'S OF GRETNA'S three-vehicle licence has been revoked on financial grounds by Scottish traffic commissioner Michael Betts.

Alan Graham, trading as Graham's of Gretna, of Barrasgate House, Millhill, Gretna, Dumfries & Galloway, appeared before the commissioner at a Dumfries disciplinary inquiry. Mr Graham had previously appeared before the commissioner in August 1996 when Mr Betts was concerned about maintenance and finance.

In cutting the licence authorisation at that stage from seven vehicles to three, Mr Betts said he was extremely concerned about the maintenance standards displayed. Mr Graham's finances were quite complicated. A Sheriff's decision was awaited which could affect a lot of things. Though he made no finding on the financial side at that time,

he required Mr Graham to give him prompt notice of the Sheriff's decision, and certainly within a week of it happening. If the decision went against Mr Graham, the public inquiry would be quickly reconvened in relation to finance. He would be very worried if the major sum involved was to go against Mr Graham (CBW, 31 August, 1996.)

The commissioner was told the Sheriff's Court decision had, indeed, gone against Mr Graham. In addition, DoT vehicle examiner Malcolm McNab said an undertaking given on the last occasion that vehicles would be inspected every four weeks had not been complied with. Inspection periods had become extended to up to eight weeks on occasions.

In revoking the licence, Mr Betts said he did so on the grounds Mr Graham no longer met the requirement to be of appropriate financial standing and that he had failed to fulfil an undertaking recorded on the licence.

Get act together, minibus op told



MAINTENANCE

A MINIBUS OPERATOR, granted his licence in April, has been warned he risks losing it if he does not get his act together.

Stephen Parfitt, of 31 Blaenany y Groes Road, Cwmbach, Aberdare, Rhondda, Mid Glamorgan, had been called before South Wales deputy traffic commissioner Alan Jenkins at a Cardiff disciplinary inquiry. Mr Parfitt holds a licence for two minibuses.

Mr Parfitt said he had not yet started operation. However, he had

obtained two school contracts which would start in September. He admitted he had not had his vehicles tested, saying he had waited to see whether he still had a licence after the present proceedings. The prohibitions had not been cleared on the two vehicles he had but he would undertake to do the necessary work and have them MoT tested.

Adjourning the proceedings for Mr Parfitt to have the vehicles tested and to submit current road fund licence discs for them, Mr Jenkins said that, at the rate Mr Parfitt's venture was going, the currency of his O-licence would be a very short one.

Dismissal of

Tribunal orders op to pay £2,606 in

By Michael Jewell



MAINTENANCE

MIDLAND BLUEBIRD Ltd has been ordered to pay a bus driver £2,606.16 damages for breach of contract after an Edinburgh Industrial Tribunal ruled the revocation of his PCV driving licence on medical grounds had not "frustrated" his contract of employment.

The tribunal was told that Dugald White, of 8 Hawthorn Drive, Fallin, Stirlingshire, who was based at the Bannockburn depot, had almost 25 years service, having been employed by the company, of Carmuir House, 300 Stirling Road, Larbert, Stirlingshire, and its predecessors, since June 1972.

The company's case was that Mr White had been continually absent through ill health since 19 August, 1996. As a result of the medical reasons underlying his absence, his PCV driving licence was withdrawn. It was an essential condition of his contract of employment that he hold the required driving licence. Both by reason of the loss of his PCV driving licence and his permanent incapacity, the contract of employment was frustrated and, therefore, there had been no dismissal.

The tribunal said that, in the terms of his contract, Mr White was employed as a "PCV driver or in any post appropriate to his grade." There was no procedure for dealing with long-term continuous absence by an

employee due to illness or injury. In practice the company took no steps to terminate the employment of employees on long-term sickness absence in the normal case. They were "kept on the books" after their entitlement to company sick pay was exhausted. The contract contained no provision relating to the consequences of the revocation of a driver's PCV driving licence. However, the Drivers' Rule Book provided that drivers must hold a current driving licence and a current PCV driving licence.

Mr White went sick on 19 August and was diagnosed as suffering from angina. On 17 February, the DVLA wrote to Mr White, saying his PCV driving licence was revoked on medical grounds. The DVLA's medical adviser also wrote to Mr White, saying he was currently unable to meet the cardiac fitness standards required, and that his general practitioner had been supplied with a copy of those standards and would be able to advise him when and/or if it was appropriate for him to re-apply for a PCV driving entitlement.

When Mr White informed Midland Bluebird of the revocation, the company wrote on 3 March saying that frustrated his contract of employment and effectively terminated his employment.

In the tribunal's view, the evidence did not support that contention, which was the only arguable case open to the company given its practice of retaining employees on the books after their continuous right to sick pay had been exhausted, sometimes, as

Former associated companies escape with a formal



MAINTENANCE

TWO FORMER associated companies have escaped with a warning at a Birmingham disciplinary inquiry about their maintenance standards.

Matthews Motors and Coach Ltd, of The Jumbo Yard, Turner Crescent, Loomer Road, Chesterton, Newcastle-under-Lyme, Staffordshire, and Pooles Coachways Ltd, of 48 Mill Street, Kids Grove, Stoke-on-Trent, Staffordshire, had been called before West Midlands deputy traffic commissioner Roger Seymour.

Mr Seymour said the essence of the proceedings related to maintenance. However, there had been considerable difficulty in deciphering who controlled what, and whether in fact there was one company or two. It did not help when a letter from Poole Coachways was received on Matthews' headed notepaper.

John Machin, Matthews managing director, said

Pooles had been sold at the beginning of June and they were now two totally independent companies. The two companies had originally been operating from one yard and there had not really been suffi-

As far as Matthews Motors and Coach was concerned, Mr Matthews was still a director but employed in a different capacity, said Mr Machin

cient room. After they were called to public inquiry in February, it was decided to sell Poole Coachways to solve the problem.

As far as Matthews Motors and Coach was concerned, Mr Matthews was still a director but

employed in a different capacity, said Mr Machin. Mrs Matthews was no longer a director.

Mr Seymour said there had been an adverse report from the Vehicle Inspectorate and there had been a significant number of prohibition notices issued in the past. The February public inquiry had been adjourned to enable the new structure to be put in place and since then there had been a satisfactory maintenance report.

Mr Machin said he was not a bus person, he just put systems into companies. He had taken on the job of managing director just a few days before the date of the February inquiry. They had put in the maintenance system wanted by the Traffic Commissioner John Mervyn Pugh and it worked perfectly. He had invested a lot of money into the company. There were three minibuses and 21 single deckers and most of the work was local service work. All the B and C-registered vehicles had been scrapped so the fleet was getting a little bit younger.

driver by Bluebird unfair

damages to employee who had PCV licence revoked on medical grounds



Midland Bluebird: when informed of driver's licence revocation, said it terminated his employment contract

they had been told, for a period of years, because there was nothing to indicate that the revocation was permanent. In the absence of evidence of Mr White's prospects of recovery, it

was not open to the company to argue that the contract of employment had been frustrated by an absence of little more than six months.

For the company, it was maintained Mr White was required to drive PCV vehicles and that there was a necessary implication he must hold the required licence to do so. When

his licence was revoked it became impossible for him to perform his contractual duties. Despite the phrase "or in any post appropriate to his grade" in his contract, it had never been envisaged that the contract would ever involve anything other than driving duties.

If it had been shown that revocation of Mr White's PCV driving licence was permanent, it would have considered the company's argument was well founded, said the tribunal. However, the letter from the DVLA contemplated the possibility of a re-application for a PCV driving licence and the medical adviser's letter referred to a current inability to meet the necessary standards. It was also open to Mr White to appeal against the revocation. In those circumstances, it was not possible to say on 3 March that Mr White's PCV driving licence was permanently and irrevocably lost to him, and thus that his contract was frustrated. For such a conclusion to be sustainable, it would have required some investigation by the company of the prospects of a successful re-application by Mr White for a PCV driving licence.

However, the company did not make even the most rudimentary inquiry and jumped to a conclusion for which there was no foundation in fact. What terminated Mr White's contract of employment was the letter from the company. In other words, he was dismissed on 3 March without notice and in breach of his contract. He was consequently entitled to damages for that breach.

warning over their future maintenance standards

Mr Seymour said that clearly the past problems seemed to have been addressed. The recent report stated that the condition and appearance of the vehicles had improved, the revised driver defect reporting system was working properly and the maintenance records were satisfactory. However, an unsatisfactory report did not mean it was 100 per cent wrong and likewise a satisfactory report did not mean it was 100 per cent right.

Graham Howard, a technical consultant, said he had been brought in by the company after February to turn around the deficiencies and tighten quality control of the vehicles and maintenance. They were not complacent, but he felt that, with a good team at Loomer Road and his expertise, they would do better.

Mr Seymour said it was clear there had been a significant and sustained improvement since Mr Machin took over.

Stephen Sargeant, a director of Poole Coachways,

said the company had a licence for five single deckers and had four working on private hire and county council work.

Mr Seymour said there had been a past unsatis-

Mr Seymour said there had been a past unsatisfactory maintenance report and a significant number of prohibitions during 1996

factory maintenance report and a significant number of prohibition notices during 1996. However, subsequent to that there had been a satisfactory report.

Mr Sargeant said the maintenance was being con-

tracted out to a commercial garage. It was quite an old fleet and the intention was not to expand but to replace with newer vehicles. He had been in the bus business for about eight years.

Mr Seymour said Mr Sargeant seemed to be doing the right things to put the company on the straight and narrow. After both companies had given undertakings to give their drivers written instructions which they must sign for, and to retain driver defect reports for three months, Mr Seymour said such advice was as much for the operator's protection as anything else as, when things went wrong, as they did from time to time in any business, the person who was to blame could be identified.

Mr Seymour said he was prepared to deal with both cases on the basis of a formal warning about the necessity of maintaining satisfactory future maintenance standards. He would be asking for a full fleet and maintenance check in respect of both companies in approximately nine months.

Are the police entitled to issue delayed prohibitions?

Q Reports of 'Operation Tourist' suggest that the police were issuing delayed prohibitions. I thought they could only issue immediate prohibitions.
RM, Dorset

A So did I. It was certainly my understanding during the consultation process which led to empowering the police to issue prohibitions that, since they would not have the technical appreciation to make a judgement on whether a defective vehicle could continue to be used safely for up to 10 days, their powers should only be to issue immediate prohibitions where any further use endangered the public or passengers. I was in no doubt the legislation had been framed in that way, and I note with interest that *Croners Bus & Coach Operations* indicates this is the legal position.

I have, however, looked at the empowering legislation itself. It is contained in the revised Section 9 of the Public Passenger Vehicles Act 1981. The revisions to the section were made by the Road Traffic Act 1991, Section 12. It appears to me that the intention of the Parliamentary draughtsman was to empower authorised constables to only issue immediate prohibitions but, perhaps unwittingly, a loophole appears to have been left by subsection 7 which says: "Where such a [prohibition] notice has been given... any vehicle examiner or authorised constable may grant an exemption in writing for the use of the vehicle in such manner, subject to such conditions and for such purposes as may be specified in the exemption."

And similarly, subsection 8 which allows: "... any vehicle examiner or authorised constable ... by endorsement [to] vary its terms and, in particular, alter the time at which the prohibition is to come in to force or suspend it if it has come in to force." This appears to allow an authorised constable to technically issue an immediate prohibition and then defer its coming into effect for a specified period. It might be possible to successfully challenge this, either on Judicial Review or through the operator licence regime, on the basis that the effective issue of delayed prohibitions by the police was not what Parliament intended, ie, that subsections 7 & 8 were only intended to allow sufficient movement, perhaps on specified roads and subject to speed restrictions, to facilitate arrangements for passengers. This might well involve study of Hansard to discover exactly what the intention of Parliament was. Following the decision in the case of *Pepper v. Hart* this is now permissible evidence.

I have answered, I hope, the question you posed. I am aware that the police do indeed issue delayed prohibitions. However, you will be aware that vehicle examiners were also involved in Operation Tourist checks and they may have well been responsible for the delayed prohibitions issued over that weekend.

Can these extra hours be counted as compensation?

Q A full weekly rest has to be 45 hours, or may be reduced to 36 when not on tour, with compensation. Although we do have some work which is done at odd times, the vast majority of our drivers' working days fall within the period of 0700 to 2200 hrs. Conse-

marksman



YOUR QUESTIONS ANSWERED

Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154
Marksman will answer more questions on 11 September 1997

quently, if we give a driver two days off, the period from finishing work at 2200 hrs to starting at 0700 after the two full days off is 57 hours - and may be more if the driver does not work to and from these extremities of our usual daily scheduling requirements. Taking only one day off, calculating in the same manner, gives at least a 33-hour break. This can quite easily be made 36 by assigning duties that do not extend to the 2200 and 0700 normal extremities. Say a driver's weekly rest for week one is a two-day break and starts in that week, but at least seven hours (midnight to 0700 on Monday morning) are in week two. He then takes only a one-day rest, giving 36 hours off in total, at the end of week two for that week. Can the hours off, over and above the 45 taken for the first of these breaks, be counted as compensation for the second, ie, to make it up to 45 hours?

GK, South Yorkshire

A That's a good question - not least of all because it highlights the fact that, for many operators, the 45-hour weekly rest does not fit neatly with normal working days. It is, however, a question to which I fear there is not a legally watertight answer. The rule (in Article 8(3) of EC 3820/85) is that: "Each reduction [in weekly rest] shall be compensated by an equivalent rest taken *en bloc* before the end of the third week following the week in question." While you might argue (possibly successfully) that taking the compensation earlier in the week in question was unquestionably before the end of the third week



Delayed prohibitions: VI territory only

after, and that EC regulations should be applied having regard to their purpose, I feel that a contrary view is implied by the word 'compensation'.

Before I go on to look at that I would also observe that you may have an even more uphill struggle to justify the concept of advance compensation if the full period of nine hours (assuming you have reduced to 36 hours) does not fall wholly within the week in question. In your example only seven hours were in that week, with two being in the previous week.

The alternative view is this: There is no ability to split weekly rest - only to reduce it and then compensate. That seems strongly suggestive that it is necessary to know what the reduction is before the compensation can be given. In the normal usage of the word, compensation it is a repayment for something that has occurred. The building up of advance credit would not be referred to as compensation - more likely as pre-payment.

I accept that this does tend to rely on the literal meaning of words and the tendency with EC legislation is to interpret it on intention rather than literally. Nevertheless, I do have reservations whether what you suggest would stand up to the test in court.

When all is said and done, this may be a little academic for, if you organised the alternating 36 and 57-hour weekly breaks the other way round, ie, with the short one first, there is no question that the excess time on the longer period could properly compensate for the earlier reduction.

In order to not leave any ends untied, I would add that this answer should not be taken as advising that compensation can only be taken in the three weeks following that in which the reduction takes place. It can be taken in the same week, eg, if a reduced weekly rest is taken early in the week and compensation is then added to a daily rest taken later that week. I simply doubt whether compensation can safely be taken before the reduction to which it relates.

Are there secret markings that we should know of?

Q How is the 'S' endorsement shown on a PG9 and are there any other secret markings we should know about?

BC Lanes

A The markings are not particularly secret. They are just in coded form and the code may not generally be known. On the right-hand side of a PG9 there is a column headed 'Check Type' over a list of boxes, normally only one of which will be ticked or crossed.

- 'R' means a roadside check
- 'S' records a check at testing Station
- 'B' (illogically) is for a fleet check
- 'A' indicates a check following an Accident
- 'T' where the PG9 has been issued at an annual Test
- And 'O' for a check Other than any of the foregoing.

The more significant, and less decipherable, markings are those in the lower panel of boxes labelled 1 to 6 and headed 'Other Data'. Only the first two boxes are understood to be currently used. An 'X' in box 1 indicates that the prohibition items are not considered to be maintenance related, but the 'S' marking in box 1 means that the faults indicate a Significant failure in maintenance procedures. Box 2 may have either a 'P' or a 'V' in it to signify prosecution by the Police or Vehicle Inspectorate.

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SCANIA K112 PLAXTON

First Registered: 01.08.83 MOT: 10.10.97
5 speed with retarder, 49 recliners + courier, seat belts, radio/pa/cassette, double glazed, continental door, toilet, drivers bunk, power door, patterned moquette, yellow with pattern exterior

DAF MB200 BERKHOF ESPERIT

First Registered: 01.10.85 MOT: 01.02.98
ZF automatic, 49 reclining seats + courier, rear continental door, drivers bunk, power door, toilet, radio/pa/cassette, tv/video, drinks fountain, livery white.

DAF MB200 PLAXTON SUPREME 5

First Registered: 02.04.82 MOT: 16.02.98
6 speed splitter, 53 seats, power door, curtains, patterned moquette, white/blue exterior.

DAF MB200 BERKHOF ESPERIT

First Registered: 01.02.98 MOT: 01.02.98
ZF 6 speed splitter, 49 Reclining seats + courier, rear continental door, power door, o/s/r sunken toilet, radio/pa/cassette, livery - white.

VOLVO B58 PLXTON SUPREME

First registered: 06.01.81 MOT: 01.03.98
ZF 6 speed gearbox, 53 recliners, seat belts, exterior painted white/purple.

VOLVO B58 PLAXTON SUPREME

First registered 10.01.80 MOT: 01.02.98
ZF 6 speed gearbox, 53 recliners, seat belts, exterior painted white/purple.

DAF DHTD PLAXTON 3200

First Registered: 17.04.85 MOT: 23.04.98
6 speed splitter, 53 recliners, radio/pa/cassette, power door, cream/orange exterior.

DAF DHTD PLAXTON 3200

First Registered: 17.02.89 MOT: 25.01.98
6 speed splitter, 53 recliners, radio/pa/cassette, power door, cream/orange exterior.

DAF SB3000 LAG PANORAMIC

First Registered: 16.11.89 MOT: 14.10.97
ZF 6 speed, Telma, auxiliary heater, 49 recliners + courier, foot rests, seat back tables, nets, radio/pa/cassette, monitor/video, centre continental, toilet, servery, fridge, double glazing, drivers bunk, power door, striped grey moquette, yellow/red exterior.

DAF VAN HOOL ASTROBEL (VOLVO ENGINE)

First Registered: 01.10.89 MOT: 1.08.98
ZF 6 speed, auxiliary heater, 6 recliners, double glazed, centre continental door, power door, toilet, radio/pa/cassette, monitor/video, drinks, fridge, livery silver, grey interior.

DAF SB2300 VAN HOOL ALIZEE

First Registered: 08.05.90 MOT: 28.06.98
ZF 6 speed splitter, 51 recliners, seat belts, radio/pa/cassette, monitor/video, centre continental, toilet, servery, double glazing, curtains, brown/orange moquette, white exterior.

DAF DHSSB3000 VAN HOOL ALIZEE

First Registered: 01.04.90 MOT: 15.11.97
ZF 7 speed, 49 recliners + courier, radio/pa/cassette, monitor/video, double glazing, centre continental, toilet, drinks, drivers bunk, white/blue exterior.

DAF SB3000 VAN HOOL ALIZEE

First Registered: 01.05.92 MOT: 03.02.98
Manual gearbox, 49/51 de-mountable seats, radio/pa/cassette, toilet, curtains, double glazed, power door, patterned moquette, white exterior.

DAF DHTD PLAXTON PARAMOUNT

First Registered: 01.02.93 MOT: 01.08.98
ZF 6 speed splitter, 53 reclining seats, power door, radio/pa/cassette, livery white/yellow/brown

LEYLAND LEOPARD DUPLÉ DOMINANT 4

First Registered: 01.08.91 MOT:
Manual gearbox, 53 reclining seats, radio/pa/cassette, livery cream and red

MERCEDES D303 JONCKHEERE P50

First Registered: 24.05.85 MOT: 28.03.98
6 speed, 51 recliners + courier, seat belts, radio/pa/cassette, monitor/video, centre continental, toilet, servery with sink, fridge, drivers bunk, double glazed, power door, patterned moquette, white/red exterior.

SCANIA K93CR PLAXTON PREMIER 3200

First Registered: Feb 1992 MOT: Dec 1997 - Feb 1998
ZF automatic with integral retarder, ABS, air suspension with front kneel facility and ferry lift, 53 recliners, seat belts, radio/pa/cassette, half rear emergency exit, double glazed, blinds/curtains, centre gangway carpet, parallel opening lockers, choice of brown or grey moquette, exterior repainted white.
Choice of 5.

SETRA TORNADO 215 HD (MAN)

First Registered: 01.04.92 MOT: 10.02.98
ZF 7 speed, Voith, Webasto, 49 recliners + courier, radio/pa/cassette, monitors/video, Sutrak air-conditioning, centre continental, sunken, servery, water boiler, fridge, drivers bunk, drivers door with wardrobe, central locking, re-moquetted, exterior repainted white.

VOLVO B10M PLAXTON PARAMOUNT 3200 (Re-bodied 1990)

First Registered: 17.06.83 MOT: 13.04.98
Manual gearbox, 53 recliners, radio/pa/cassette, double glazed, power door, curtains, patterned moquette, cream exterior.

VOLVO B10M MKIII VAN HOOL ALIZEE

First Registered: 24.05.90 MOT: 10.04.98
ZF 6 speed, 49 recliners, radio/pa/cassette, monitor/video, centre continental, toilet, drinks, fridge, drivers bunk, auxiliary heater, double glazed, power door, brown moquette, grey/silver exterior.

VOLVO B10M MKIII VAN HOOL ALIZEE

First Registered: Jan/Feb 1991 MOT: Dec 1997 - Feb 1998
ZF 6 speed, Telma, Webasto, ABS, 49/53 recliners + courier, seat belts, radio/pa/cassette, half rear emergency exit, centre continental, mounted toilet, servery, crew compartment, double glazed side bays, brown moquette, exterior re-painted white.
Choice of 5.

USED SERVICE BUSES

1993/95 (K N & L) Dennis Dart, Plaxton Derwent, Cummins Engine, Allison automatic, 40 seat
Choice of 6

1989 (F G) Leyland Tiger, Alexander, Cummins engine, ZF automatic, 55 seats + standees
Choice of 3

1977/82 (PP) (rebodied 1991/92) Leyland Leopard, Plaxton Derwent, L680 engine, 5 speed semi-automatic, 51 seats
Choice of 7

1980/82 (V W 7 X) Leyland Duple Dominant service bus, L680 engine, 5 speed semi-automatic, 53 seats
Choice of 5

1976/77 (PP & R) Leyland Leopard, Plaxton Derwent, L680 engine, semi-automatic, 48 seats
Choice of 6

1982 (X) Volvo B58, Plaxton Buster, 5 speed semi automatic, 53 seats
Choice of 1

1980 (W) Volvo B58, Duple Dominant service bus, 5 speed semi-automatic, 55 seats
Choice of 1

1980 (W) Leyland National Mk II TL11 engine, Hydrocyclic, 50 seats
Choice of 1

1980 (V) Leyland National Mk II TL11 engine, 5 speed semi-automatic, 43 and 48 seats
Choice of 2

1984 (A) Leyland National Mk II, Gardner engine, Hydrocyclic, 49 seats
Choice of 1

VOLVO B10M MKIII VAN HOOL ALIZEE

First Registered: 09.01.92 MOT: 07/01/98
ZF 6 speed, ABS, Webasto, air suspension, 49/53 recliners + courier, radio/pa/cassette, half rear emergency exit, centre continental, mounted toilet, centre servery, crew compartment, split front screen, double glazed side bays, brown moquette, exterior re-painted white.

VOLVO B10M SALVADOR CAETANO ALGARVE

First Registered: 29.03.93 MOT:
6 speed, 49/53 demountable seats, double glazed, centre continental door, radio/pa/cassette, c/s demountable toilet, exterior white/blue/red

VOLVO B10M MKIII VAN HOOL ALIZEE

First Registered: 26.03.96 MOT: 12.03.98
ZF 6 speed, Telma, Webasto, ferry lift, 44 recliners + courier, seat belts, seat back tables, footrests, nets, head rest covers, radio/pa/cassette, monitors/video, air-conditioning, double glazing, curtains, burglar alarm, aircraft type lockers, table with amp, continental door, toilet, servery, fridge, water boiler, drivers bunk, on board phone, grey moquette, red/black exterior.

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DIARY



Murphy's Law

IT OFTEN seems to us here that, no sooner has one got a clear shot at the goal of opportunity than the Vinnie Jones of fate deals one a swift kick between the legs.

So it was for Minorplanet, whose AEM 1000 GPS 'tacho' we highlighted (CBW, 2 August). The Leeds company had cited a haulage company's experience as an example of the device's cost-saving ability.

Lady Luck smiled on us, because we didn't name the company, but not Minorplanet, for the haulage firm has gone into receivership, as a panicky follow-up press release explains.

Drac's the way to do it

BUDDENS COMMERCIAL SERVICES, featured recently in *Coach and Bus Week*, is going to have to do without its main man Andy Gates and his colleague Paul Davis for a week or two. They'll be clocking up 500 kilometres in the mountains of Transylvania - a journey that will take them a week, because they'll be doing it on mountain bikes, over some of the roughest terrain in Eastern Europe.

Rom-Ride 97 is a fundraising biking event in which 70 nutters will be tackling

gruelling hill climbs of up to 90 kilometres a day, then kipping in tents.

Andy and Paul took a week off to train for the event, which they hope will put £6,000 sponsorship in the hands of Link Romania, which aids children and families in the impoverished country.

As you read this, the dynamic duo will already be in Vampire country, but it's not too late to send a few quid to Rom-Ride 97 via Andy Gates, c/o Buddens, 29 Premier Way, Abbey Park, Romsey, Hants SO15 9AQ.

Fare dodger? Fair deal

OUR THANKS to *The Guardian* for a gem of a bus driver's tale from its Saturday edition.

The story goes that a driver picked up a particularly large and aggressive-looking passenger who bypassed the ticket machine and simply sat down.

The driver decided to let discretion be the better part of valour, and set off again pretending nothing had happened.

At the next stop, by chance, an inspector was ready to board, so the driver told him what had happened.

The inspector was soon intimidated

by the man's icy stare, and decided to look away and ignore him rather than risk a smack in the mouth.

After the inspector had left the bus, the big man rose from his seat and advanced on the driver.

Then he thrust a fiver under the driver's nose.

"I've been out of the country for a while, but I've never seen such a bad conductor as your mate.

"I tried to catch his eye, but he stared the other way. Perhaps you'd take my fare for me?"



You know what it is, but when did this

BYGONE DAYS

Bedford

READERS who so far seem to have enjoyed dredging their memory for vehicle details might like to have a stab at this bus.

According to Bev Fowles at Brewers Motor Services - now a FirstBus subsidiary - the AE and FR Brewer company bought the Bedford OWB new, and ran it

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Brewer's Duple travel the valleys?

bemuser

for 21 years. It sported a Duple Utility body, equipped with 32 seats, and plied the Valleys on a variety of tasks until it had earned its retirement.

We want to know which was its first year of service? And which depot was it based at?



Out to grass

SPOTTED BY the Kentish snapper, Roger Norman, this Bristol Lodekka has truly been put out to grass. It is spending its retirement as a children's classroom in Drusilla's Park, Sussex. Here, it is the focal point for zoo projects, sharing the park with a retired Dennis fire appliance and an ageing milk float. Ever vigilant, Roger tells us the painted-over number plate is LWC 661C. A former West Yorkshire vehicle, he guesses, or does anyone out there know better?

COACH AND BUS WEEK ENDING...

10 YEARS AGO

● The Performing Rights Society takes Allander Coaches of Milngavie to court for £5,000 royalties it claims to be owed from use of copyright music in coaches. Charges include £45.36 for any radio, cassette player or TV on each coach and £51.03 per video player per annum.

● Kassbohrer UK announces its move from Bordon, Hants, to an undisclosed location in the East Midlands. Managing director Jim Shuttleworth expects to sell between 30 and 35 coaches in the current financial year.

● Caetano announces the Algarve 88 - a restyled coach with enhanced ventilation based on DAF's MB230 chassis. Prices are set at £81,500 for the top-spec, executive model with toilet and Continental door, but a B10M-based alternative is £85,245.

● Badgerline and Wilts & Dorset go head to head in Salisbury in a battle for passengers, both launching new services from the city to outlying Laverstock. Badgerline uses 21-seat minibuses on a high frequency - a policy it has introduced in Poole in services run in conjunction with Southern Vectis, but against incumbent operators W&D, Yellowbus and Poole Bay Services.

15 YEARS AGO

● Duple announces advanced plans to produce the Laser, designed to cope with mileages of "up to 100,000 miles per annum." Using a rust-proofed, all-steel frame strengthened in anticipation of rollover legislation, the split-screen coach has aerodynamic styling, and is destined for fitment on Tiger and B10M chassis.

● A survey of more than 3,000 coach and bus companies reveals that full-time, public sector drivers have more than 10 times as many accidents as their opposite numbers in the private sector. Part-time, public-sector drivers are three times more likely to crash. The higher proportion of buses, as opposed to coaches, in the public sector is part of the reason.

● Trathens buys 11 MAN SR280 Highliners for its Continental tour work. The vehicle offers 10 cubic metres of luggage space, a 110-gallon fuel capacity and a 280 bhp six-cylinder engine. Driver's bunk is linked by intercom to the driver.

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LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Coaches can be buses

Yes, it is true - coaches are buses, even Green Line coaches - or at least for the purposes of Red Routes, bus lanes and bus-only access areas they can be. As a consequence of changes in traffic signs regulations as from 1 January 1997, any coach on any kind of operation and small vehicles on local bus services, can use bus lanes and go into bus-only areas.

There are exceptions of course. In the City of London, coaches - particularly tourist coaches, not operating under an LTB agreement are banned. Other traffic authorities who want to exclude coaches will have to show a special 'Local Buses' sign in addition to the standard bus symbol.

DAVID WATSON
*Director Public Affairs
Confederation of Passenger
Transport UK
London WC2*

Industry must back drivers

I have noticed several articles in your publication, including editorials, regarding PCV driver shortages. I passed my PCV (PSV) over 10 years ago. When I took my test I got the odd jibe that "bus driving was a standby occupation."

I don't think it has managed to shed this image. The low pay rates, unsocial hours, high stress levels, and more frequent attacks on driving staff don't help the already tarnished job image. You recently ran an ad for a management position with First Bus, starting on £25,000 per year, perhaps a company car thrown in for good measure.

Compare this with the £5 per hour most drivers in this area get (north west), and you can see there is a major discrepancy developing. Even train drivers get up to £20K, with better conditions and no public contact - when was the last time a train driver was assaulted?

Perhaps if the major players were to offer a realistic rate from their millions of pounds of profits, the situation might ease and stop the employee drift to factories and

Letter of the Week

Testing time thanks to Civil Servants

We write regarding PCV driver training and the driving test. We are at present putting drivers through the system and are amazed that they have to take the knowledge test and pass before they start driving. To have to pass the test we can understand. But the puzzling part is that it can take up to 10 days before they get the result. This makes the time to train and pass out a driver anything up to a month as nothing can be neatly organised.

I spent many years in Australia, which also has a written theory test. This is taken just prior to the driving test and if you failed you didn't get a test. Not perfect I admit but the exam paper was marked in front of you and you knew immediately if you had passed. They did give you another chance on another paper but

that was all. What I find is that here they are sent somewhere else for marking. Surely if they are set questions there will be only one correct answer? They could be marked on the spot. It seems that in this country we have good ideas - in this case I agree with the theory test - but they are complicated by the way they are enacted.

It is also interesting that the test can only be taken in certain towns, which means more travelling. It appears our civil servants are determined to make difficulties for us.

TONY BROWN
*Director
Bailey's of Newbury
Newbury
Berks*

warehouses. In these occupations in my area you can earn more than in the high-pressure and stressful environment of bus driving. Unless the major bus companies stop investing in fancy lowfloors and start investing in the most basic 'commodity', the driver, the industry as we know it is doomed.

PHILIP RENNIE
*Rochdale
Lancs*

Different view of Blundred

I refer to John S Donald's letter (CBW, 9 August) praising Harry Blundred. As a bus passenger in Portsmouth throughout deregulation and before I have a different view of Red & Blue Admiral.

The colour-coded destination displays and route maps were the best we have ever had, but the 'timetable' booklets (frequency guides) were at best incomprehensible and useless for planning journeys that Transit thought you did not make. Many people complained to little avail - "We know best, not you," par excellence.

Red & Blue Admiral did try some new routes but these were over shadowed by cuts elsewhere. Frequencies were often not as good as claimed due to traffic congestion and allowing insufficient running time (eg, five minutes for a journey for which Stagecoach quite sensibly allowed nine minutes). Competition between the Admirals and Provincial over identical routes became a bus war with much

wasteful duplication. Ultimately no-one gains.

The vehicles introduced by the Admirals were inadequate. The Mercedes 709Ds and 811Ds and the Iveco 49-10s they inherited from Stagecoach were tolerable but often overstretched with, mostly, no luggage space. The worst offenders were the Ford Transit 16 seaters.

They were cramped, inefficient, uncomfortable and universally hated. True, we then received Iveco 59-12s with 26-seat dual-door bodies, the 'Liners', with pitifully slow door motors that always had you wondering whether the exit would open. Also they had no luggage pens.

Under FirstBus Provincial rid us of the infamous Transits and promises modern Dart SLF buses, something that would have been difficult for Red & Blue Admiral because Blundred sold the one depot (Hilsea East) that could have supported them.

Unlike Mr Donald I do not yearn for Harry Blundred and think London is better off without dereg.

RG SMITH
*Portsmouth
Hants*

Change to a road train

Re driver training and shortages (CBW, 16 August). Why not sell your bus and change to a road train? No O-licence or road service licence is needed and you can run when you like. I'm not sure what vehicle test is required but presum-

ably it is only a car one. A PCV driving licence is allegedly required but a smart lawyer should be able to find a loophole. There seem to be loopholes for everything else a road train operator can do. I know of a road train running recently with the centre axle short of a wheel on the offside. I'm sure that, if a three-axle coach ran without a wheel on one axle the VI would be delighted.

CHARLES BARKER
*Mablethorpe
Lincs*

Variation on Spot the Ball?

Reference your cover picture (CBW, 9 August). Keys? Wot Keys? Is this a variation on 'Spot the Ball'?

ROD FISHER
*Ashford
Middlesex*

■ We thought you wouldn't notice, nice to see you're still awake — Ed.

Letter of the Week wins a
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Contestant eighty four: Steele's Coaches of Stevenston, Ayrshire



Contestant eighty eight: Tellings Golden Miller of Weybridge, Surrey



Contestant ninety: Larratt Pepper & Sons of Thurnscoe, Rotherham



Contestant ninety four: Dolphin Coaches of Poole, Dorset



Contestant eighty one: Graham Long Travel, Faringdon, Oxon



Contestant eighty five: Coliseum Coaches of Southampton

Individuals

HERE they are... the last-gasp bids for the title of Individual Livery of the Year as the weekly display of the best paintwork in the UK reaches its end.

There's just one week more of stunning pictures before the full line-up goes on display, and we ask you, the reader, to decide which

company will take its place on the winner's rostrum at the 1997 ceremony, to be held at the Metropole Hotel, NEC, on Friday, 23 January.

To get the right result, you'll need to browse past editions of CBW, safe in the knowledge that each operator has a unique number for its entry. The thumbnail pictures



Contestant ninety one: KM Motors of Barnsley, South Yorkshire



Contestant ninety five: Durham City Coaches of Brandon, Durham



Contestant eighty two: Wheadon's Coaches of Cardiff, S.Wales



Contestant eighty three: Bakers Coaches of Stoke-on-Trent



Contestant eighty six: Fountain Executive of Dyce, Aberdeen



Contestant eighty seven: The Kings Ferry of Gillingham, Kent

stand out

which will appear in two weeks will be no more than a reminder of the paintwork you thought might encourage new passengers to step aboard.

And this section of the awards is very definitely YOUR choice. While most of the remaining awards will be left to the judge-

ment of our panel, the Individual Livery, Coach, Midicoach and Minicoach awards are CBW readers' contribution to a contest which dominates the operator's year. Individual livery is all about getting noticed, for the right reasons, so make sure you add your judgement to the voting form in a fortnight.



Contestant ninety two: Merlin Motor Coaches of Sidcup, Kent



Contestant ninety three: Solent Holidays of Ringwood, Hampshire



Contestant ninety six: Silver Star of Caernarfon, Gwynedd



Contestant ninety seven: PC Coaches of Lincoln, Lincolnshire

Far East markets are

SEEKING out and developing overseas markets has been a fundamental business target of Leeds-based bus manufacturer Optare ever since the company was formed in 1985. Reliance in those days upon a shrinking domestic market was seen as a difficult area in which to achieve growth and, as the company developed its own products tailored to the new, emerging UK market, it developed bonds and partnerships with European manufacturers which could give it access to European markets.

Unfortunately, the UK economic recession was followed by European recession and, despite the lowering of tariff barriers, entry for UK manufacturers proved difficult as the new vehicle parc in Western Europe continued to shrink.

Apart from the sale of 25 Spectra double deckers to Turkey, Optare's exports to Europe have totalled fewer than 30 vehicles to five countries. The lesson is quite simple - exporting to Europe is very hard, particularly when operators in each country have their own favourite manufacturers, and a parochial purchasing policy.

Relatively speaking, bus manufacture (body on chassis) is a low-technology industry and in some countries is practised almost at cottage industry levels. The poorer the country, the more the make-do-and-mend philosophy dominates the manufacturing economy - counterfeiting on hybrid chassis or the importation of second-hand chassis and technology being the basis of many overseas bus-manufacturing industries.

In other developing countries, global conglomerates such as Mercedes-Benz and Isuzu have already made great inroads into chassis supply and these are bodied locally, according to the demands of local markets or local legislature.

Using the benefits of being a total vehicle manufacturer, Optare embarked on a far more ambitious plan to target former Commonwealth countries in the Pacific Rim, where transport technology is cur-

rently unsophisticated, but which are developing fast enough economically to warrant an improvement in their transport infrastructure.

As an alternative to the existing 'jobbing shop build methods' using relatively basic technology Optare offered to transfer technology and manufacturing expertise to encourage developing countries to build more 'Westernised' vehicles, using a high percentage of local content, as well as a local labour force.

The breakthrough came two years ago in Malaysia, where there was an urgent need for high quality minibuses, and Optare signed an agreement with local manufacturer DRB to develop a version of the MetroRider for services in Kuala Lumpur.

An agreed target of 1,200 units was set, and Optare helped DRB to establish production techniques and exported unique components of the 'PekanRider' in kit form with a gradual increase in local content being phased in. As Optare engineers carried out the technology transfer and manufacturing systems support, so the local company became master of its own destiny, building vehicles with less and less imports from the UK.

This year, however, a totally new partnership was forged in Sri Lanka. Optare took a 5% share in a new manufacturing company and designed a new hybrid vehicle tailored to the rugged demands of the island. This time there was to be little importation from the UK. Optare would design the vehicle, build a prototype, train the Sri Lankan personnel in the UK and let the new company get on with it.

Descriptions of public transport in Sri Lanka seem very generalised and do a disservice to local manufacturers, who turn out a stream of new vehicles based on a variety of chassis. Buses on the island have been described as antiquated but, although they may look ancient by UK standards, they perform a successful job in extremely difficult climatic conditions, on variable terrain and often grossly overloaded.



Far Eastern promise: Optare designed the ColomboRider

There is an indigenous bus industry on the island. Dimo, which started in 1991, produces some 500 city bus bodies per year - usually on Mercedes-Benz and Tata chassis, using up to 55% of locally manufactured components. Indian manufacturers Ashok and Tata also produce some very commendable vehicles.

As such, there is a serious shortage of advanced bus technology on the island and local buses find it tough going to keep up to gruelling demands of passengers and infrastructure. Thus many vehicles get old before their time, and others just don't last the course - indeed, with ever-growing demand, there are just not enough vehicles available to meet the demands of the task.

So Optare had to design a vehicle economical enough to be competitive but rugged enough to stand up to the stringent demand placed upon it - enter the ColomboRider, a 40 seater capable of carrying 60, offering new levels of comfort, power and safety for rugged Southern hemisphere terrain.

Part of a new joint venture, Optare has joined the Ceylinco Group, a financial giant and one of the country's largest employers, and the Itochu Corporation of Japan to form Ceymo Automobile. Optare had won the business in the face of stiff and ostensibly cheaper local and Indian competition, by offering its technology for the developing markets in Sri Lanka. Ceylinco holds a 51% share of Ceymo, with the Japanese technological giant holding 44%.

Instead of exporting existing technology, which would be costly and might not meet the task, a



Optare joined Ceylinco Group and the Itochu Corporation of Japan to form Ceymo Automobile

Optare's cup of tea



Andrew Jarosz tells how the well-known Leeds manufacturer has tackled the problem of difficult overseas sales terrain by exporting its expertise

Rider, a hybrid vehicle tailored to meet the rugged demands of the island of Sri Lanka and built by an indigenous workforce

rugged prototype was built in Leeds using a Chinese chassis, which is already established and quite popular on the island. The prototype was shipped to the island in April, although drawings had already been sent out to enable the new company to source its components, and set up the manufacturing facility. The vehicle, which has full-width 2.5-metre bodywork, is built on a ladder-frame chassis from Chaoyang Diesel of Yangzhou, China, and is powered by a front-mounted, six-cylinder diesel engine developing 103kw at 3,000 rpm, matched to a five-speed synchromesh gearbox via a 330mm diameter dry-plate clutch.

It will be supplied in CKD form and assembled in Sri Lanka. Optare performed a full quality audit on the chassis and proposed a number of modifications, which included a full rewiring, and the relocation of the fuel tank and batteries for improved weight distribution.

The bus has dual-circuit air brakes, multi-leaf spring suspension, double-acting shock absorbers and power-assisted steering. Optare styling is evident in headlamp and modular rear lamp configurations, with interior illumination provided by fluorescent lighting, plus cab, step and entrance lamps.

The bodywork is designed for hostile, hot and humid climates and is constructed of high-quality steel tube with comprehensive anti-corrosion treatment. All saloon windows are bronze tinted, with deep, sliding sections, while the driver enjoys the benefit of a dedicated fan-assisted multi-directional air intake on the instrument binnacle, pantograph

wipers and shatter-resistant mirrors.

Passenger seating of the individual cushion and squab type is trimmed with heavy-duty vinyl. Longitudinal ceiling rails and vertical stanchions are fitted to assist standing and internal movement. Additional features include anti-slip floor covering, bright textured handrails, palm-operated bell pushes, and high-definition step nosings.

Ceymo in turn, set up a new factory at Seeduwa near Colombo airport, with a capacity to build up to 700 vehicles per year and with room for further expansion. The company is managed by Donald de Silva, formerly the production director of DRB in Malaysia, who has already worked closely with Optare on the PekanRider project, with other senior posts filled by Sri Lankan nationals with experience in the automotive sector.

The plant opened at the end of May but, as component and material sourcing had already been undertaken, production is already up to seven vehicles per month. Initially, bodywork is being supplied in CKD form from Malaysia but construction will soon be transferred to the island. Orders for about 60 vehicles are already in the pipeline and, by October, production should be up to 30 vehicles per month.

Initially, the Optare prototype is being used as a demonstrator but the first production vehicles have already been delivered and include a route bus for owner-driver J Bottoni of Kottawa, who operates a city route from the Colombo Fort to Pannipitlya, and an air-conditioned vehicle which was used by

a top Indian pop group.

Retailing at SRs 1.8 million (£23,000) to the internal market, the ColomboRider may yet find other markets in Africa and Asia where passenger demand is high but rough terrain takes its toll on existing vehicles. A left-hand-drive version is currently being built for the Philippines and inquiries have already come from Nepal, Vietnam and African countries, where Leyland Exports have been appointed as marketing and franchising agents.

Ceymo offers full financial and aftercare support for its products and, although the chassis remains standard, customers can opt for their own choice of engines and interior fittings. At present Chinese engines are fitted but, in the longer term, Andoria engines from Poland will also be available, as Leyland power units are still well respected in this part of the world.

Clearly the ColomboRider venture is only a step along the overseas expansion path where Optare will supply technical solutions and design experience for a whole range of products which will eventually be manufactured locally.

Although troubled by its own political difficulties, the Sri Lankan government is determined to upgrade public transport and bring in more exacting standards, particularly on to the numerous private operators who run some 5,000 buses. With Optare's co-operation, Ceymo seems well placed to take advantage of an emerging market for higher quality vehicles, and expansion into other countries seems on the cards.

How to spoil passengers

MOSELEY PCV

DAVE Parry's coaches are not only getting younger, they're getting shorter.

This Van Hool Alizee-HE 10-metre coach, says the West Midlands tour operator, is probably the most expensive 30 seater ever built, bar the tabled football team coaches: "It's got a servery, but we've used the rest of the space for legroom," said the Cheslyn Hay businessman. "I might inadvertently end up spoiling my customers."

The new coach has a catalogue of refinements, including Webasto heater, Sütrak air conditioning, a Bosch theft alarm, Blaupunkt video with no fewer than four monitors, central locking, and seatback tables.

The washroom with hot water and electric hand-drier is floor-mounted in the offside rear of the saloon, opposite a servery which includes coffee percolator, fridge and storage cupboards.

"It's the kind of vehicle we can have as a spare, using it for under-loaded tours and for corporate work

and transfers," said Mr Parry. "Van Hools are terrific coaches. I've bought two in the last two years, and I think the Volvo B9M chassis should make longer-term maintenance more attractive."

Mr Parry said the oldest vehicle in the fleet at the start of 1998 would be two years old, but the Van Hool will be kept in the fleet longer.

Already, it has been on Portuguese and Austrian tours - the latter selling reasonably well despite a general decline in Summer Austrian trips in recent years.

"With a client list of 250,000, I'm aware that the old market, of old people brought up on coach tours, is declining," said Mr Parry. "The new market is for high-quality tours for 50-year-olds who were in at the start of the air package boom, and they won't settle for set menus or arduous journeys."

Mr Parry said a 16-day Italy tour costing over £700 is typical. It sold out within days, though at least a week is spent getting there and back.



Cutting a Dash with old and new customers

ALEXANDER

CLYDESIDE'S lowfloor replacements for time-expired buses on Paisley town routes have proven a hit with the locals.

The Cowie Group subsidiary bought 10 of Alexander's ALX200 with Dennis Dart SLF chassis to improve the quality of the town's ser-

vices: "They have proved an immediate success," said Tony Williamson, Clydeside Buses' md.

Clydeside is something of an Alexander devotee, with Dash and Strider bodies in its fleet. The ALX200 is the most modern yet, and is winning customers, says Alexander sales and marketing director Clive Hodgson. "We are

not just supplying existing Dash customers but new customers, too.

"The modern, rounded styling echoes current themes in car design, which helps raise the overall image of the bus - and we've achieved this new look without compromising ease of repair and general serviceability."

● ALX300 debut? - see page 6

Bova Futura

MOSELEY PCV

LACK of commercially-run accessible coaches and National Lottery money has put this adapted Bova Futura FHD in the hands of Sheffield Community Transport.

The top-quality, £185,000 coach has every accessory, including rear servery, fridge, and seatback tables. Accessible features include a floor-mounted accessible toilet, Unwin quick-release tracking for six wheelchair locations, and a Kos wheelchair lift fitted at the centre nearside.

"In the last three or four years, we've been trying to extend the horizons of disabled and elderly people," said SCT's Ian Jenkinson. "We were running half-day and day excursions into the Peak District, which have proven so extremely popular we have had to take five or six minibuses out of our 30. This is not an economic proposition." In fact, he said the trips had been losing money, and that the next logical step was a bigger vehicle using fewer escorts.



is luxury on wheels

Mr Jenkinson said passengers also wanted to be together and the bonus of a portable, accessible loo made the obvious choice a full-sized coach. It has deliberately been liveried without hints of its special purpose to avoid stigmatising its passengers. The full purchase price was obtained from the National Lottery. "We are now responsible for the

running costs of the coach and hold the O-licence, but we have a maintenance arrangement with commercial operator Coachline, which is working very well," said Mr Jenkinson.

SCT has been running for 10 years, providing services to the elderly and disabled on a charity basis.



IN BRIEF



Redline paints its own

REDLINE Travel decided to paint its own wagon when it bought this Van Hool Alizee HE on B10M from Moseley PCV in dealer white. The 49 seater has Sitrak air conditioning and sunken washroom with Continental door. A water boiler and fridge supply refreshments for the Preston operator's passengers.



Ropers hits 25th year

BRADFORD operators Stan and Vera Roper, who run Roper's Coaches, went to Moseley PCV to celebrate their 25th business anniversary. It carries 49 seats, Webasto heater and roller blinds on top of the usual executive refinements.



Caerphilly Vario says 'cheese'

CAERPHILLY operator Glyn Williams chose a tried-and-trusted UVG Citar body built on Mercedes-Benz Vario 4.8 chassis-cowl to ply the hilly terrain of Gwent. The extra engine power and a Telma retarder have proven vital. Two more reach the operator this month.

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F Reg FREIGHT ROVER SHERPA, Carlyle Mark 2 body, 20 seats, choice of 2, MoTs May/Aug 98 £2500 each

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D Reg DODGE, Reeves Burgess body, 20/22 seats, choice of 4, MoTs April/May 98 £1500-£2000 each

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1988 RENAULT DODGE S56, Plaxton Beaver style, full re-painted, nice clean soft trim, tested ready for work£4,950

H reg LEYLAND DAF 400 SERIES, 16 seater with wheelchair lift, tested, nice and clean£6,750

J reg RENAULT MASTER, 8/9 seater, wheelchair facilities£5,250

H reg IVECO ACCESS BUS, hideaway tail-lift, tracking, seatbelts£9,500

G reg OMNI, 7 seater, wheelchair accessible, tested£3,950

F reg RENAULT MASTER, 15 seat minicoach, lap belts, tested£3,500

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Jubilee invented the 8 seater Taxi Bus concept and now offer an amazing array of 7 and 8 seater private hire and full twin door Hackney accessible Taxis.

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We invented the 8 seater TAXI BUS and now offer a huge range of both New and Used 6 to 8 seater vehicles for either Private Hire or Hackney. We also offer a full range of new luxury Taxi Bus conversions on late, low mileage, used vehicles. Whether you buy outright or opt for one of our finance or lease deals; we simply cannot be beaten for quality or price.

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R FIAT/PEUGEOT BOXER. Super luxury 8 seater diesel taxi buses. 8 M2 luxury crash tested seats. Front luggage pen. Rear wheelchair tracking. In stock now from just **£14,995 or £69 per week.**

R LDV NEW PILOT TAXI BUS. If you are looking for style and economy our Pilot Taxi Bus offers both. Crash tested seats, luggage, wheelchair. Why buy secondhand when you can buy NEW for **£11,995 or £59 per week.**

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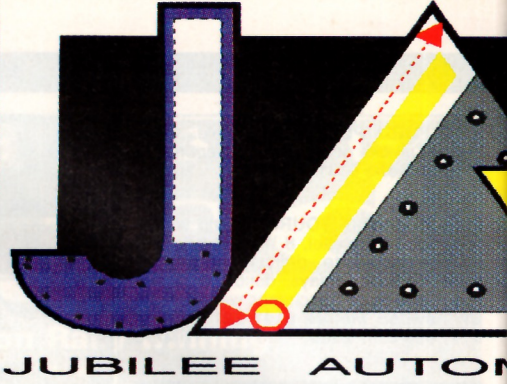
M LDV 200 Diesel. Luxury 8 seater Taxi Bus. New 8 M2 super luxury seats with diagonal seat belts. Front luggage and rear wheelchair space. Buy, finance or lease **£9,995 or from £49 per week.**

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R RENAULT MASTER EXECUTIVES. These are the best value mini coaches you can buy. Not to be confused with poor quality mini buses. These are true luxury 15 seaters, with full under floor luggage. From only **£24,995.**

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M FORD TRANSIT Turbo Diesel. 15 seaters. Choice of 3 including automatic. Seat belts. Superb condition. Top value for money. Buy, finance or lease only **£12,995.**

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J FORD TRANSIT Diesel 15 seater. Finished in bright red, hi backed seats and diagonal seat belts. Excellent condition throughout. **£8,995.**

G MERCEDES BENZ 408 D. LWB. Hi top. 16 seater. Coach trim and seats, seat belts, excellent condition. Ready to work. Only **£7,995.**

G & F FORD TRANSIT Diesel. Hi tops. 12 and 15 seaters. Choice of colours and specs. Value for money at only **£3,995.**

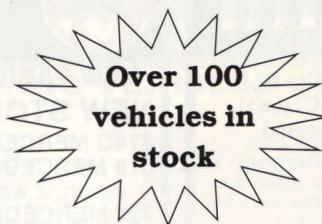
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R RENAULT MESSENGER EURO 2.

Turbo Diesel. Luxury 18 seater front entry mini coaches. Side skirts, luggage racks, M2 seats and diagonal seat belts. Rear seats on track. Choice of 2 from **£28,995**.

R MERCEDES BENZ NEW VARIO 711D.

Super luxury Executive 24 seaters with rear drop well boot. Coach plug door. M2 seats and belts, side skirts, colour keyed bumpers, luxury interior trim. Arriving any day now. Get your orders in quickly. From **£44,995**.

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E IVECO 49-10. 20 seater service bus. Power door. Robin Hood body. Very tidy, full test. Ready to go. Only **£3,995**.

P SERVICE BUSES AND STAGE CARRIER. Jubilee cover a full range of Mercedes and Iveco Ford vehicles. Please give us a call with your requirements.

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WHEELCHAIR ACCESSIBLE VEHICLES

R RENAULT MASTER D. 15 seater dual purpose wheelchair accessible mini coach. This superb mini coach has high back luxury M2 seats and belts with a hidden under floor chair lift and tracked rear seating. Full loaded. Get the best of both worlds. **£28,995**.

R IVECO 49-10 TD. New Euro 2. 16 and 18 seater accessible midi coaches with plug door and luxury coach trim. Choice of specs and options. In stock now. From **£33,995**.

R RENAULT B110 MESSENGER. 16 and 18 passenger luxury wheelchair accessible midi coaches. Choice of 2. Superbly rugged and stylish vehicles with flat floor pans - up to 6 wheelchairs. Under floor chair lifts. READY TO GO NOW. From just **£33,995**.

R MERCEDES BENZ VITO. Taxi and taxi buses. Fully wheelchair accessible. Over 20 specs. Up to 4 wheelchairs in a compact vehicle. Prices start at just **£18,995 or £89 per week**.

N LDV 400 D Hi Top. Luxury 16 seater, front entry mini coach with tracked rear seats (M2) and under floor chair lift, in stock now. From only **£19,995**.

R, P, N and M JUBILEE TAXI BUSES. Over 20 in stock. All makes and models. Please call for details.

K FORD TRANSIT 190D Hi Top, LWB, very low mileage, luxury trim, M2 high backed seats, under floor chair lift (new). Space for 2 wheel chairs and 6 passengers. **£15,995**.

G FORD TRANSIT DIESEL. LWB with door mobile body. Super example with tracking for up to 8 wheel chairs. On board chair lift. Seat belts etc. **£8995**.

P JUBILEE are the leading UK manufacturers of wheelchair accessible vehicles. Our range of AX-S and Liberty buses is huge.

Please call us with your requirements.

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M₂

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We have the vehicles in stock

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IVECO 49-10 EXECUTIVE PULLMAN.

Either 16 passengers with a huge boot or 19 passengers and a small boot. This superb value for money range of luxury mini coaches is unbeatable.

PRO-TECT RANGE.

Over 40 safety features including:
Full roll over cage, twin impact bars, crash tested seats and belts, USA safety spec, fire systems etc, etc.



MERCEDES LUXURY COACHES.

From 12 to 24 passengers with options for plug door, crash tested seating and belts, TV, video, air con, PA systems. Luxurious and stylish.

AX-S for WHEEL- CHAIR ACCESS.

For several years now we have been recognised as the market leaders in producing wheelchair access vehicles which afford style and dignity to all.

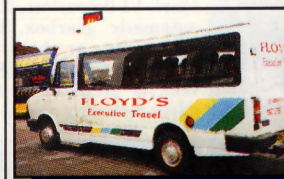


RENAULT B110 MESSENGER TD.

This superb vehicle accommodates up to 19 passengers or 16 with an enormous boot. It is also ideal for wheelchair access carrying up to 10 wheelchairs.

CONVEYOR RANGE.

If you demand quality but insist on economy our Conveyor range is for you. Designed to offer stylish simplicity. The ideal bus for local contracts.



CRUISE-MASTER RANGE.

Our superb 14-16 seater mini coaches are seen everywhere in the UK. These are the vehicles which set you aside from the pack. True quality and luxury.

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Jubilee now offers the widest choice available for individual wheelchair access vehicles with over 200 specs and options on offer.



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WE HAVE THE FOLLOWING VEHICLES AVAILABLE PRIOR TO THE COMMENCEMENT OF THE SCHOOL YEAR ON SEPTEMBER 4th, unless otherwise stated

1991 J Renault S56 Mark II 23-seat coach, Perkins 4 cylinder 3990cc Phaser with 5-speed manual gearbox, **high-back moquette coach seats**, seat belts, power door, Northern Counties coachbuilt bodywork, powerful and practical dual purpose coach and a real bargain at just £9,995 -**READY NOW**

1990 H Volkswagen Transporter 12-seat turbo diesel, Devon conversion with retrimmed seats and MoT to 5/98, available now.

1990 G Freight Rover 350 16-seat coach, Rover 2.5 diesel, Optare luxury conversion, very attractive deep/grey/blue interior with matching soft trim, luggage racks, radio/cassette, seat belts, being fully prepared with new rear doors, one only at just £5,995. **READY NOW**



1988 E Renault S56 Mark II's, Reeve Burgess Beaver 25-seat bodies, Perkins 4-litre turbo diesel engines, automatic gearboxes, attractive beige stripe interiors, a good selection of vehicles available with current MOT tests, prices from £2,495 to £3,295 depending on length of MOT, or £4,995 fully prepared with delivery after 10th September. Seatbelt kits are available from us when you purchase these vehicles.



1988 E Renault S56 Mark II Northern Counties 25-seat bus, coachbuild front model, Perkins 4-cylinder/automatic, long MoT, resprayed white by us in March, 1997, taxed November, from our own hire fleet, one only, £4,495

1987 D Freight Rover Sherpa 20-seat bus, MoT March, 1998, attractive brown interior, in very good condition for year, one only at just £1,395

1986 C Mercedes 508D 16-seat coach with Ratcliff tail-lift and provision for up to 4 wheelchairs, attractive grey chevron moquette seats, price includes our full preparation package plus lower body repanel and respray in your livery, £5,995 - **READY APPROX 7th SEPTEMBER**



1984 B Mercedes 307D 12-seat coach, Reeve Burgess high-roof conversion, brown/red stripe interior, luggage racks, seat belts, resprayed, in brilliant white with new MOT, drives exceptionally well, one only, £3,995

We have a wide selection of other vehicles in stock - Ivecos, Renaults, MCW's, Mercedes and Sherpa - awaiting preparation. Delivery of prepared vehicles available from 10th September. Several coach seated 21 and 25 seater vehicles available, including vehicles with retrimmed coach seats in Holdsworth Graphitti.



LOW-PRICE LIMOUSINES - JUST THREE NOW LEFT
1983/4/5 (Y/B/C) Ford Dorchester Mark VI limousines, 2.8 injection with automatic gearbox, black exteriors with grey or blue interiors, low mileages of 50,000 to 80,000, excellent vehicles prepared to full retail standards including new MOT, £3,995

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814D MERCEDES VARIO PLAXTON, 33 seat, air suspension.
810 MERCEDES PLAXTON, 29 seat service bus, air suspension, 2 weeks.

711 MERCEDES, 29 seats, coachbuilt, power door, seat belts.

614 MERCEDES VARIO, 24 seats, power door, coach spec., luxury, 2 weeks.

USED

1995 (N) 711 MERCEDES, 25 coach seats

1995 (M) FORD TRANSIT, 15 seat, seatbelts, PSV.

1994 (L) FORD TRANSIT, 15 seat + driver. Non PSV.

1991 (H) MERCEDES 410D, 15 seats

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25 recliner coach

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MERCEDES-BENZ VARIO "NOUVELLE"

32 seat coach

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New LDV Convo, turbo diesel, metallic red, 16 seat, full spec, M2 seats	£16,750
P reg LDV Convo, 16 seat diesel, newly converted	£16,000
N reg LDV, 16 seat diesel, full spec. Special offer	£10,750
N reg LDV, diesel, underfloor tail lift	£12,750
M reg LDV, 16 seat turbo diesel, full spec	£10,750
1993 RENAULT MASTER diesel underfloor, ~~SOLD~~ finished in blue	£10,250
J reg LEYLAND DAF high top 16 seat	£4,995
1987 LEYLAND high top, under floor tail lift, ~~SOLD~~ chair accessible, part exchange to clear	£1,750

CONVERSION TO CUSTOMER SUPPLIED VANS

LEYLAND DAF, conversion for 17 seat	£2,800
FORD TRANSIT, long wheelbase, 14 seat	£2,500
FORD TRANSIT, short wheelbase, 12 seats	£1,950
B reg DORMOBILE, 16 seat, taxed and tested, to clear	£1,250

WE ARE CLOSED FOR 1 WEEK FROM 16TH AUGUST FOR ANNUAL LEAVE

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COMMERCIALS

ALL THE FOLLOWING VEHICLES ARE IN STOCK NOW



J 92 MERCEDES 609D

21 seat luxury minicoach, 1 owner, front entry, high back seats, curtains, boot, superb vehicle

£24,995 + VAT

Lease/Buy from £107 pw



F89 MIDI 12 SEAT DIESEL PSV

One owner, 60,000 miles, warranted, lovely vehicle

£4,995 + VAT



P 97 LDV CONVEY

16 seat luxury minicoach, front entry, Dropwell step, power steering, 16 high back M2 tested coach seats with lap and diagonal seatbelts, panoramic tinted windows, 13,000 miles only factory warranty, superb luxury vehicle, COIF

£18,995 + VAT

Lease/Buy from £89 pw



K reg 92 TRANSIT DIESEL

12 seat high roof luxury minibus, high back moquette seats, finished in white, excellent condition

£8,995 + VAT

Lease/Buy from £45 pw



K reg MERCEDES 711D

Turbo, extra long wheelbase, 18 seat executive minicoach, lowered entry step, high back coach seats, side skirts, outstanding example of this popular vehicle

£26,995 + VAT

Lease/Buy from £109 pw



N 96 LDV CONVEY

16 seat hi top, factory spec, choice of 2, under 10,000 miles, factory warranty, mint condition

£16,995 + VAT

Lease/Buy from £75 pw



N 95 LDV 400 DIESEL

Luxury 16 seat Mini-coach. Brand new conversions. Lowered front entry step, high back moquette seats with 4-point inertia reel belts, luggage racks, roof vent, tinted panoramic metal framed windows, steel box, re-inforced side frames, 6-speaker stereo, full COIF.

£16,995 + VAT or finance from £75 pw
ALWAYS AVAILABLE READY TO GO



G reg TALBOT FREEWAY DIESEL

22 seat, power door, high back moquette seats, 49,000 miles only. Superb condition

£8,995 + VAT

Lease/Buy from £47 pw



G reg MERCEDES 609D

26 seat luxury minicoach, front entry, 26 hi back seats with belts, boot, skirts, superb condition

£19,995 + VAT

Lease/Buy from £80 pw



M Reg LDV 400

Diesel 16 seater, power steering, high back seats, 3 point lap diagonal belts, 43,000 miles, outstanding condition, C.O.I.F. Choice of 3

£12,995 + VAT

Lease/Buy from £63pw



92 J reg TOYOTA OPTIMO II

18 seat luxury coach, 90,000 miles only, high ratio diff, mint condition

£29,995 + VAT

Lease/Buy from £121 pw



N 96 LDV CONVOY

16 hi-back seats, 3 point seat belts, mint condition, power steering, full C.O.I.F., choice of 3.

£16,995+VAT

Lease/Buy from £70 pw



K 92 TALBOT EXPRESS

Turbo diesel accessible minibus, superb luxury interior, 13 high back coach seats with seatbelts, Ricon clearway tail lift, tracking for 4 wheelchairs, outstanding condition, COIF

£10,995 + VAT

Lease/Buy from £55 pw



M 95 TRANSIT 190 DIESEL

14 seat minibus, advanced conversion, high back seats, COIF, low mileage, choice of 4, excellent condition

£13,995 + VAT

Lease/Buy from £71 pw



F reg MERCEDES 507D

15 seat luxury minicoach, front entry, high back seats, lap and diagonal seatbelts, exceptional condition

£13,995 + VAT

Lease/Buy from £71 pw



N 96 PEUGEOT BOXER

11 seat diesel, Holdsworth conversion, 35,000 miles, high back seats, 3 point seatbelts, power steering, mint condition

£12,995 + VAT

Lease/Buy from £65 pw



H91 RENAULT MESSENGER TURBO

16+ counter, luxury executive coach, front entry, Vogel coach seats, PA, TV/Video provision, luggage racks, massive boot, extraction, skirts, PAS. Absolutely stunning

£16,995 + VAT

Buy/Lease from £75 p/w



K 93 MERCEDES 814 TURBO

21 seater, front entry, luggage racks, P.A.S., skirts, outstanding example of this much sought after vehicle

£29,995+ VAT

Lease/Buy from £118 pw

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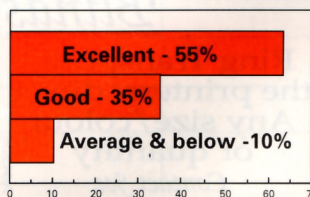
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To effectively carry out this challenging role, you will need to be able to demonstrate line management experience and well developed organisational, negotiating, decision making, analytical and leadership qualities. Ideally you will be a member of the IRTE, IMechE or CIT or hold another relevant professional qualification and be in possession of a CPC.

CentreWest has a contributory pension scheme and you will receive travel facilities on London's buses.

Further information on this post can be obtained from Jeff Tucker, General Manager - Challenger Buses, on 0181 902 3077.

Please apply in writing, including a comprehensive Curriculum Vitae to Sonia Gentles, Personnel Assistant, CentreWest London Buses Limited, Macmillan House, Paddington Station, London W2 1TY by Friday 12 September 1997

CentreWest 

The Council's public transport group is responsible for developing and implementing public transport policy. It does not run buses, but awards contracts to bus companies to do so. It provides public transport information to the public and advises voluntary groups on the provision of transport accessible to disabled people.

PUBLIC TRANSPORT OFFICER (Network Management)

IPSWICH

Up to £20,313

Following retirement of the existing post holder, a vacancy exists within the Network Management Team of the Public Transport Group for a capable, well motivated person to assist in the management of Suffolk's public transport network.

Applicants should be able to demonstrate an understanding of the management and operation of public transport services. Computer and customer care skills would be an advantage.

The post is full time, for a total of 37 hours per week.

Salary within the range £10,449 - £20,313

Post Ref: Y252

Interviews: 18 September 1997.

PUBLIC TRANSPORT ASSISTANT (Service Promotion)

IPSWICH

Up to £10,449 pro rata

Following the promotion of existing post holders, two vacancies exist within the Service Promotion Team of the Public Transport Group for capable, well motivated people to help provide "TravelLine", the Council's public transport telephone enquiry service.

Applicants should be able to demonstrate an understanding of local public transport services and timetables and a friendly telephone manner. Computer skills would be an advantage.

The posts are part time, each of 18.5 hours per week. A rota system is in operation, covering the current operating hours of 0845 - 1800 Monday-Friday and 0900 - 1230 Saturday.

Post Y259/261

Interviews: 17 September, 1997.

For an application pack please contact Kay Vincent, Environment & Transport Department, St Edmund House, Ipswich IP4 1LZ (01473) 583316 (24 hour answering service) quoting relevant post no.

Closing date: 11 September, 1997.



Suffolk County Council

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NORFOLK COUNTY COUNCIL Department of Planning and Transportation Tender Results

In accordance with Section 90 of the Transport Act 1985 and associated regulations, the results of the Tenders for Local Bus Service contracts tendered in batches 9702/T4863 and 9703/T4872 are now published.

Copies of the document may be viewed at County Hall, Norwich (Department of Planning and Transportation reception, Third Floor) or at any Public Library in Norfolk during the month of September 1997.

NORFOLK COUNTY COUNCIL Department of Planning and Transportation

Tenders are invited for the provision of local bus services in the Breckland, Great Yarmouth and West Norfolk areas of Norfolk commencing November 1997.

Forms including full details are available on application to the Director of Planning and Transportation, County Hall, Martineau Lane, Norwich, NR1 2SG, marked for the attention of the Public Transport Officer, and must be returned to the Director of Law and Administration not later than 2 p.m. on Thursday, 18 September 1997.

71373/TEN

The Coach & Bus Guide *Week by Week*

Find it here in the Instant Phone Guide

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Coach carpets and trim tel: 01254 871879

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Remanufactured Engines, Dyno tested full warranty, Available service exchange tel: 01744 24826 fax: 01744 734654

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B — B

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T — T

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V — V

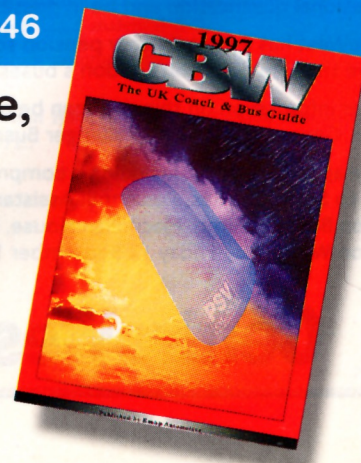
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the directory of the UK Dealers,
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PEOPLE

Cotton is welcomed to GER

FIRSTBUS-OWNED Great Eastern Railway has appointed former South West Trains commercial director Peter Cotton to the role of sales and marketing director.

Mr Cotton, who will join GER on 15 September, was formerly managing director of Del Monte, and senior man-

agement at Cadbury Schweppes and Thorn EMI. His new role replaces that of commercial director, being relinquished by its current incumbent, Mike Turner, who leaves GER at the end of September.

"The appointment of a sales and marketing director as a replacement for

the commercial director gives greater emphasis to growing our business and developing further our customer service delivery," said GER managing director Bob Breakwell.

"Mr Cotton will bring an edge to our marketing and we are delighted to bring him into the team."

New outlet, new team

GARAGE equipment supplier MAHA, which last month opened its UK base at Kings Lynn, Norfolk, has picked its UK team.

It will be Gus Gregory, technical manager Louis Tunmore, sales manager Kevin Howard, office manager Catherine Gregory, sales and marketing coordinator Richard Kellett and financial manager Herbert Handke.

The new outlet has 4,000 square feet of demonstration space, offering sales and service for its range of garage equipment including lifts and a commercial vehicle brake tester.



MAHA UK staff line up for the first team photograph



TIMAX Exhaust has appointed John Wale manager of its Tamworth distribution centre.

Changes at Marshall's

MARSHALL BUS SALES manager Robin Westbrook has taken early retirement.

Mr Westbrook has been in the industry for 47 years, six of them with Marshall. In that time, he has seen the business progress with new models, the latest having been the Marshall Minibus - one of only two lowfloor minibus models sold in the UK.

Mr Westbrook's position has been taken by Andy Greenway, in charge of new bus sales as national sales manager.

His right-hand man is former Carlyle Parts employee Martin Seaver, who has recently joined Marshall Bus as sales executive.

Samantha is just the ticket

ALMEX has recruited a former recruitment specialist to its international ticketing sales team.

Samantha Kent, a graduate in international business studies, is to use her experience of working in Africa, Germany and Japan to further a number of key overseas accounts, and develop sales globally.

SUBSCRIPTIONS



Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

TRANSIT

PLEASE ANSWER THE FOLLOWING QUESTIONS.
YOUR COMPANY DETAILS

1. What is your primary job title?
(Tick one only)
- | | |
|------------------------|-----------------------------|
| Owner/Director | ☐ 01 |
| Senior/General | ☐ 02 |
| Engineering/Service | |
| Manager | ☐ 03 |
| Driver | ☐ 04 |
| Other (please specify) | ☐ 05 |

2. What is your company's main business function?
- | | |
|---------------------------|-----------------------------|
| Bus Operator... | ☐ 01 |
| Coach Operator... | ☐ 02 |
| Coach & Bus Operator | ☐ 03 |
| Local Government... | ☐ 04 |
| Travel/Tourism... | ☐ 04 |
| Other (please specify)... | ☐ 05 |

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Eire/Europe 1 year	£115.00	Airmail 1 year £147.00	

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1995 M TOYOTA OPTIMO CAETANO MARK 3, 21 RECLINING SEATS

Exterior Blue, Interior Multi Coloured Moquette, Standard Built-in Retarder, Driver Operated Door, Rack Locker, Rear Window, Tinted Windows, Curtains, Magazine Nets, Armrests and Crew Seat. Ref: 1046

1990 G LEYLAND SWIFT REEVE BURGESS HARRIER, 39 LOW BACK SEATS

Exterior White, Interior Grey Moquette, Automatic Gearbox, Telma, Driver Operated Door, Destination Gear, Drivers Partition, Luggage/Pushchair Compartment. Ref: 0969

1983 PRIVATE BEDFORD CF PETROL DORMOBILE, 16 SEATS

Exterior Yellow and White, Interior Red Moquette, Radio, Cassette, Rear Window, Peage Window and Seat Belts. Ref: 1067

1995 M VOLVO B10M PLAXTON PREMIERE 350, 46 RECLINING SEATS

Exterior White, Interior Grey Moquette, Exhaust Brake, Pa, Microphone, Front Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Aircraft Locker, Tinted Windows, Double Glazing, Curtains, Continental Door, Hot & Cold Water, Servery, Fridge, Drinks Trays on Seats, Seat Belts, Magazine Nets, Armrests, Crew Seat, Destination Gear and Toilet. Ref: 1060

1995 M VOLVO B10M PLAXTON PREMIERE 350, 46 SEATS

Exterior White Only, Interior Grey Moquette, Pa, Microphone, Driver Operated Door, ABS, Tinted Windows, Double Glazing, Curtains, Continental Door, Hot and Cold Water, Servery, Fridge, Drinks Trays, Seat Belts, Magazine Nets, Armrests, Crew Seat, Toilet and Rapide Spec - National Express. Ref: 1062

1995 PRIVATE VOLVO B10M GL MK 4 PLAXTON PREMIERE 350, 49/53 SEATS

Exterior White, Interior Grey Striped Moquette, Exhaust Brake, TV, Video, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door, Armrests, Crew Seat and Toilet. Ref: 0310

1994 L VOLVO B10M PLAXTON PREMIERE 350, 53 RECLINING SEATS

Exterior Exterior Striped Multi, Interior Multi-coloured Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Tinted Windows, Double Glazing, Curtains, Continental Door, Armrests and Crew Seat. Ref: 0333

1993 K VOLVO MARK 3 B10M EXCALIBUR, 49 SEATS

Exterior Duo Blue, Interior Grey Moquette, Telma Retarder, TV, Video, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Webasto, Rear Window, Tinted Windows, Double Glazing, Curtains, Hot and Cold Water, Tea/Coffee Machine, Fridge, Drinks Trays on Seats, Seat Belts, Armrests, and Crew Seat. Ref: 0986

1993 K VOLVO B10 PREMIERE 350, 49/53 RECLINING SEATS

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Seat Belts and Servery. Ref: 6785

1992 J VOLVO B10M VAN HOOL (3.35), 52 RECLINING SEATS

Exterior Blue, Interior Grey and Red Moquette, Radio, Pa, Cassette, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Saloon Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat and Wiring for TV/Video. Ref: 6949

1992 J VOLVO B10 EXCALIBUR, 49/53 RECLINING SEATS

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, TV, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment and Wiring for Video. Ref: 6735

1991 H VOLVO B10M PLAXTON 3500, 49 RECLINING SEATS

Exterior White, Interior Brown and Orange Moquette, Exhaust Brake, Radio, Pa, Cassette, ABS, Webasto, Side Locker, Tinted Windows, Double Glazing, Blinds, Continental Door, Hot and Cold Water, Fridge, Crew Seat, Crew Compartment and Toilet. Ref: 0093

1990 G VOLVO B10M PARAMOUNT 3500, 51 RECLINING SEATS

Exterior White, Interior Brown Striped Moquette, Radio, Pa, Cassette, Wiring for TV and Video, Wheel Discs, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, and Crew Seat. Ref: 6901

1990 PRIVATE VOLVO B10 PLAXTON PARAMOUNT 3500, 49 SEATS

Exterior White, Interior Brown Moquette, Telma Retarder, Microphone, Driver Operated Door, Air Conditioning, Pannier Locker, Aircraft Locker, Rear Window, Tinted Windows, Double Glazing, Blinds, Continental Door, Seat Belts, Armrests, Crew Seat and Toilet. Ref: 0339

1990 G VOLVO B10M PLAXTON PARAMOUNT 3500, 57 SEATS

Exterior White, Interior Brown Moquette, Exhaust Brake, Wiring for TV/Video, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, Drivers Fan, Side Locker, Rack Locker, Rear Windows, Tinted Windows, Curtains and Crew Seat. Ref: 0132

1990 PRIVATE VOLVO B10M T (TRI AXLE) VAN HOOL SUPER HIGH, 49 SEATS

Exterior Blue and Yellow, Interior Brown Moquette, Exhaust Brake, Wiring for TV/Video, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, Webasto, Tinted Windows, Peage Window, Double Glazing, Blinds, Continental Door, Tea/Coffee Machine, Fridge, Crew Seat, Crew Compartment and Rear Toilet. Ref: 0259

1990 G VOLVO B10 JONCKHEERE DEAUVILLE P559, 51 RECLINING SEATS

Exterior White Striped, Interior Grey Moquette, Exhaust Brake, Radio, Pa, Microphone, Cassette, Driver Operated Door, Side Locker, Rear Window, Tinted Windows, Peage Window, Double Glazing, Curtains, Continental Door, Tea/Coffee Machine, Armrests, Crew Seat and Toilet. Ref: 0224

1991 H LEYLAND TIGER 290 PLAXTON PARAMOUNT 3500, 51/53 SEATS

Exterior White and Red, Interior Grey Moquette, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, Driver's Fan, Courier Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Curtains, Continental Door, Armrests, Crew Seat and Toilet. Ref: 0288

1988 E DAF SB2300 DUPLÉ 340, 55 RECLINING SEATS

Exterior Cream and Brown, Interior Brown Moquette, Exhaust Brake, Driver Operated Door, Pannier Locker, Rack Locker, Tinted Windows, Curtains, Continental Door and Crew Seat. Ref: 0263

1984 PRIVATE MERCEDES NEOPLAN INTEGRAL SKYLINER, 73 SEATS

Exterior Silver and White, Interior Grey Moquette, Radio, Pa, Cassette, Driver Operated Door, Driver's Fan, Courier Fan, Rear Window, Tinted Windows, Continental Door, Hot and Cold Water, Servery, Two Tables, Crew Seat and Toilet. Ref: 0229

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1990 G DAF SB2300 JONCKHEERE DEAUVILLE 45, 51 RECLINING SEATS

Exterior Silver, Red and Black, Interior Grey Striped Moquette, Exhaust Brake, Wiring for TV/Video, Radio, Pa and Cassette, Driver Operated Door, Through Lockers, Rack Lockers, Rear Window, Tinted Windows, Double Glazing, Continental Door Centre, Tea and Coffee Machine, Crew Seat, Provisional Crew Compartment and Toilet. Ref: 0856

1987 PRIVATE DUPLÉ 425 CUMMINS INTEGRAL, 52 RECLINING SEATS

Exterior White, Red and Blue, Interior Brown Coloured Striped Moquette, Radio, Driver Operated Door, Integral Lockers, Rack Lockers, Rear Window, Tinted Windows, Curtains, Continental Door, Tea/Coffee Machine, Armrests, Crew Seat and Toilet. Ref: 0989

1986 C MERCEDES INTEGRAL KASSBOHRER SETRA, 53 RECLINING SEATS

Exterior Multi Coloured, Interior Brown Moquette, Voith Retarder, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Driver's Fan, Courier Fan, Side Lockers, Rack Lockers, Rear Window, Tinted Windows, Curtains, Continental Door, Magazine Nets, Armrests and Crew Seat. Ref: 0285

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